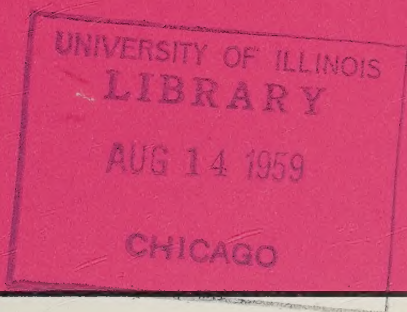




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*DOCUMENTS
and NOTES*

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THE STATE RAILWAYS

SUMMARY OF THE FINANCIAL YEAR 1957-58

Due to the fact that the Italian Parliament approved several new laws and Acts, the 1957-58 financial year was marked by a very definite progress in the general plan of modernization and extension of the network and the introduction of new rolling stock, essential to improvements in service and comfort (1).

Rolling Stock

The situation of rolling stock over the past three financial years may be seen in Table 1. Development of electrified traffic, the introduction of diesel trains to certain routes and the partial removal of steam locomotives from others, has led to a consequent rise in the number of electric locomotives, diesel and electric railcars and diesel locomotives brought into service.

Table 1 - ROLLING STOCK

ROLLING STOCK	30-6-56	30-6-57	30-6-58	% variation 1958-56	% variation 1958-57
Steam locomotives	2,599	2,504	2,407	- 7.4	- 3.9
Electric locomotives	1,562	1,606	1,635	+ 4.6	+ 1.8
Motor rail-cars and motortrains	856	885	936	+ 9.3	+ 5.7
Electric rail-cars and electric trains	302	320	326	+ 8.0	+ 2.0
Self motive rail-cars	256	255	258	- 0.4	+ 1.1
Diesel locomotives	57	57	80	—	+ 29.0
Goods wagons	120,380	119,340	120,370	—	+ 0.9
Passenger coaches	7,752	7,849	7,917	+ 2.1	+ 0.9
Baggage and Post Coaches	3,038	2,954	2,997	- 1.3	+ 1.4

Objectives of major importance which have been reached during the year in question include diesel services on routes in southern Italy, the Salerno-Taranto line, the Siciniano-Lagonegro line and partially on the Taranto-Brindisi, Bari-Lecce and Taranto-Bari routes.

(1) See also: *The State Railways* - «Italian Affairs», Vol. VII, No. 5, pp. 2305-2312.

New types of electric locomotives were brought into service during 1957-58 (such as the E 646 which has high speeds ranging from 110 to 145 kms/hr), while a third electric train, known as the ETR 303 (*Settebello*), will be operating very shortly. 1,030 new goods wagons, mostly for carrying perishable freight, have been added. They are equipped with modern, compressed air brakes. Passenger rolling stock, apart from a marked increase in the number of rail cars and passenger-train cars, has been improved with an additional 100 new coaches, very modern and built specially to fulfil the requisites of the new two-class system.

Ferry-boats have been restricted to carrying a standard number of 133 coaches and vehicles, but a new type is currently being built at the Riva Trigoso shipyards. Belonging to the *Cariddi* class, it will have a freight capacity of 34 goods wagons and 24 motor vehicles. This vessel is due to come into service before the end of this year, and will have a displacement of 4,800 tons. It will be called the *Reggio*, and will operate on the Sicily line. Another two ferry-boats are being built for service between Sardinia and the Italian mainland (Civitavecchia-Golfo degli Aranci) and work has also started on the construction of special ways and accessory equipment at the pertinent ports. The ferry-boats will have a displacement of 5,000 tons and will be able to carry 30 goods wagons and 64 motor vehicles each. They are due to be brought into service towards the end of 1960.

Traffic

Traffic over the State railways during the financial year 1957-58 showed a slight drop in the number of passengers and freight carried, against a small rise in the number of passenger-kilometres. There are many reasons for this, but one of the principal causes has been a contraction in despatch of materials required by the steel and building industries (scrap, building materials, coal), particularly in the North, and a drop in the handling of agricultural and horticultural produce, mostly in the South. There has also been a decrease in passengers making short journeys, most of whom are now attracted by motor transport, but there has been a rise in passengers making long journeys. This latter is a field which is free of competition for the railways at the moment. Tourist traffic, which is growing all the time, has also had an important influence on final results. Table 2 illustrates total and comparative data relative to passenger and freight movement during the last three financial years.

Traffic across the Straits of Messina merits careful examination. The industrialization of Sicily has called for heavy increases in all

forms of transportation and, from 1947 to 1958, there has been a rise of 330 % in rail freight cars used for services to the island, 540 % in motor vehicles and 100 % for passengers. Undoubtedly, the new ferry-boat due to come into service towards the end of 1959 and improvements to installations at Messina and Villa S. Giovanni (including new ramps which permit motor vehicles immediate access to the upper decks of the ferryboat and a third way at Villa S. Giovanni) will lead to a very marked increase in the already heavy traffic.

Table 2 - DAILY AVERAGES OF ROLLING STOCK
(Thousands of train-kilometres)

FINANCIAL YEAR - TYPE OF TRACTION	Passengers	Freight	Total
1955-56			
Electric	226.4	108.2	334.6
Steam	115.2	51.2	166.4
Internal combustion	106.9	0.6	107.5
<i>Total...</i>	448.5	160.0	608.5
1956-57			
Electric	240.8	114.2	355.0
Steam	99.1	46.9	146.0
Internal combustion	115.3	0.5	115.8
<i>Total...</i>	455.2	161.6	616.8
1957-58			
Electric	258.45	115.13	373.58
Steam	80.02	35.50	115.52
Internal combustion	128.93	0.46	129.39
<i>Total...</i>	467.40	151.09	618.49

Track

Following some minor modifications, the total track length increased by 10 kms, reaching a figure of 16,710 kms (accessory lines not included). At the present moment, the network is composed of the following: 8,750 kms of non-electrified single track, 3,750 kms of electrified double track, 2,960 kms of electrified single track, 660 kms of non-electrified double track and 590 of narrow gauge, non-electrified, single track line. It is interesting to note that, in 1947, out of a total of 15,760 kms, only 3,390 kms were double track lines (21.5 %), while 12,370 kms were single track lines (78.5 %). By 1958, out of a total of 16,710 kms, 4,410 kms are double track lines (26.5 %) and 12,300 kms single track lines (73.5 %). At the present moment, double track lines are being laid along certain stretches between Battipaglia-Reggio Calabria, Riomaggiore-Framura (La Spezia-Genoa main line) and between Gallarate and Arona (Milan-Domodossola).

Much has been done towards remodernizing and improving all types of installations and buildings connected with the railways. To this end, over 44 milliard lire have been spent between 1955 and 1958 on heavier track, and planning now includes the laying of a further 2,500 kms for a total cost of 50 milliard lire.

The year 1958 also witnessed termination of important modifications to general railway property and equipment and work was completed on several tunnels destroyed during the second World War, while others were reinforced or rebuilt. Track development has remained more or less constant, with a general total length in principal and accessory lines of 29,160 kms against 29,130 kms for the previous year. The same may be said about bridges which now have a total length of 301,823 kms, of which 230,430 kms are in brick and 71,393 kms of steel. Tunnels on the railway network total 909 kms.

Electrification

During 1958, the new electrified line between Messina and Catania was opened to the public, an important undertaking which will certainly improve rail communications in Sicily and which cost about 10 milliard lire. Electrification of this stretch called for 1,200,000 work days and its functioning means an annual saving of 46,500 tons of coal.

Electrification is being carried out on lines between Pescara-Varano (Ancona), 140 kms; Mestre-Cervignano, 103 kms; Gallarate-Laveno-Luino-Pino, 62 kms. Electric traction began by May 1959, while electrification of the Bergamo-USmate track (26 kms) was completed in June this year. Towards the end of the year, connections between Piacenza and Voghera (58 kms) and Pescara-Sulmona (66 kms) will be completely electrified and open to the public. Similar modifications are being made to lines between Alessandria-Novara-Laveno, Oleggio-Arona, Pistoia-Lucca-Viareggio, Catania-Syracuse, Lucca-Pisa, Turin-Rho (Milan), Castelbolognese-Ravenna and Terontola-Foligno. Under the reconstruction programme in force, a new power station and generator plant is being built at Morbegno at a cost of approximately 17 milliard lire. When all work has been completed, electrified track will total 8,000 kms, of which 4,190 kms double and 3,180 kms single lines. This will include all main lines for domestic and international traffic and will cover about 50 % of the national network. At the present moment, electrified track is approximately 6,712 kms.

At Naples, work is continuing on a new rail terminal which is expected to solve many problems of an urban and technical character.

THE MERCHANT NAVY

SITUATION AT JANUARY 1, 1959

The year 1958 was not an easy one for the Merchant Navy and a difficult situation was created through the excessive number of vessels in relation to the volume of traffic. This, of course, was a direct result of the economic recession. The enormous development in sea freight, which had characterized earlier years, suffered serious setbacks, as was to be expected, and an already critical moment was further aggravated by a steady growth in the number of new vessels commissioned.

On the other hand, the Italian Merchant Navy continued with its programme of modernization and the gradual substitution of outmoded or unsuitable equipment. Although net figures for increases to the merchant fleet were lower than those registered in earlier years (due to a large number of old vessels being sent to the breakers yards), the year, nevertheless, witnessed an occasion of considerable importance since the fleet surpassed a total of 5 million gross tons. This was an event which caused considerable satisfaction since many states, with merchant fleets which suffered much less damage as a result of war, have still not been able to reach such a figure (1).

Table 1 - TONNAGE INCREASES IN THE ITALIAN MERCHANT FLEET
FROM 1950 TO 1959

D A T E (Jan. 1.)	Gross Tonnage	Increase over previous year	D A T E (Jan. 1.)	Gross Tonnage	Increase over previous year
1950	2,654,976	—	1955	4,037,405	314,934
1951	2,921,671	266,695	1956	4,157,681	120,284
1952	3,270,887	349,216	1957	4,504,330	346,641
1953	3,529,232	258,345	1958	4,955,974	451,644
1954	3,722,471	193,239	1959	5,123,852	167,878

(1) See also: *The Mercantile Marine* - « Italian Affairs », Vol. VIII, No. 2, pp. 2553-2554.

Table 1 summarizes the growth in tonnage from 1950 onwards. This year is considered to be that which marks normalcy in world trade.

The increase throughout 1958 is approximately 3.4 % against 10 % registered during the previous year. However, it should be noted that the rate of increase recorded for 1957 was the highest listed after 1950.

With a total of 4,009 vessels, displacing 5,123,852 gross tons, (Table 2) Italy holds sixth place in the world classification, following the United States, the United Kingdom, Liberia,¹ Norway and Japan.

Table 2 - COMPOSITION OF MERCHANT FLEET (1-1-58 AND 1-1-59)

C L A S S	Jan. 1, 1958		Jan. 1, 1959	
	No.	Gross tons	No.	Gross tons
<i>Mechanical propulsion:</i>				
a) 100 g. t. and over:				
Mixed and passenger	135	664,676	129	663,686
Dry cargo	763	2,669,270	783	2,737,522
Tankers	219	1,467,128	226	1,561,253
Fishing	41	11,155	38	10,289
Special	133	46,478	133	46,648
<i>Total...</i>	1,292	4,858,707	1,309	5,019,398
b) under 100 g. t.:				
Motor fishing vessels	1,935	56,813	1,856	55,424
Other types	198	9,955	199	10,098
<i>Total...</i>	2,133	66,768	2,055	65,522
<i>Total mechanically propelled...</i>	3,424	4,995,475	3,364	5,084,920
<i>Auxiliary vessels</i>	561	37,778	548	36,913
<i>Sail:</i>				
Cargo	48	1,065	46	1,023
Fishing	51	943	51	996
<i>Total sail...</i>	99	2,008	97	2,019
<i>General total...</i>	4,084	4,965,261	4,009	5,123,852

All vessels described above are registered with Italian ports.

Table 3 shows variations noted during 1958. It appears that, although tonnage for passenger and mixed cargo vessels remained more or less unchanged (there was a qualitative improvement through the substitution of old vessels), marked progress was made in dry cargo vessels with a further twenty for approximately 77,000 gross tons, and tankers with a further 7 units totalling 95,000 gross tons.

Table 4 illustrates the chief causes of the variations which took place over the past twelve months in relation to vessels of over 100 gross tons. The data contained in this chart confirm that increases in the gross tonnage of the Italian mercantile marine, during the course of 1958, resulting from new vessels built in Italian shipyards and purchases from abroad,¹ was far above net increases. In

determining such an increase, transfer to foreign states and the number of vessels sent to the salvage yards (reasonably high), must be also considered.

Examination of the various categories will show that marked progress has been made in spite of the fact that economic results are not altogether favourable. Often, however, the results shown are of a particular nature as may be seen, for instance, from data relative to passenger movement. The *Italia* Shipping Company, for example,

Table 3 - VARIATIONS IN MERCHANT FLEET
BETWEEN DEC. 31, 1957 AND DEC. 31, 1958

C L A S S	No.	Gross tonnage
<i>Mechanical propulsion:</i>		
a) 100 g. t. and over:		
Mixed and passenger	— 6	— 990
Dry cargo	+ 20	+ 77,348
Tankers	+ 7	+ 94,316
Fishing	— 3	— 866
Special	—	+ 170
<i>Total...</i>	+ 18	+ 169,978
b) under 100 g. t.:		
Motor fishing vessels	— 79	— 1,389
Other types	+ 1	+ 143
<i>Total...</i>	— 78	— 1,246
<i>Auxiliary vessels</i>	— 13	— 865
<i>Sail:</i>		
Cargo	— 2	— 42
Fishing	—	+ 53
<i>Total...</i>	— 2	+ 11
<i>General total...</i>	— 75	+ 167,878

has maintained second place in the world classification listing passenger movement on the North America lines, and first place for routes with Brazil and the Plata. The same company has also registered a rise in the number of passengers using its vessels, bookings increasing from 100,200 to 105,700 for the North America route. This increase is the largest among those registered by the twenty five companies operating regular shipping services between Europe and North America, and is all the more remarkable when it is realized that, for the first time since the war, there has been a contraction in traffic on this route. Passenger traffic is likely to increase during the coming year when the *Leonardo da Vinci* comes into service. This vessel was launched on December 7, 1958, and is now undergoing final fitting and trials. The addition of this liner to the Atlantic fleet will mean that the

Italia Shipping Company will have a worthy substitute for the *Andrea Doria*, and the attention which has been given the *Leonardo da Vinci* by the world press and shipping circles leads to the hope that the success of this vessel will be as great as is expected (1).

The other routes operated by the *Italia* Shipping Company may also be considered satisfactory. During the period under examination, 35,000 passengers were carried on the Brazil-Plata line, 28,000 on the

Table 4 - CHIEF CAUSES OF VARIATIONS IN COMPOSITION OF ITALIAN MERCHANT FLEET. DEC. 31, 1958, AND DEC. 31, 1957
(Vessels of over 100 gross tons)

VARIATIONS	No.	Gross tons
<i>Increase</i>		
New vessels	33	220,417
Foreign purchases	51	141,850
<i>Total...</i>	84	362,267
<i>Decrease</i>		
Foreign Sales	15	70,020
Broken up	31	133,721
<i>Total...</i>	46	203,741

Central America-South Pacific line and, altogether, 460,000 tons of freight, a figure which is equal to the previous year in spite of the difficult situation apparent in sea transport.

For the *Finmare Group*, the year 1958 was devoted to reorganization and strengthening of all services and with the introduction of new vessels more adapted to fighting foreign competition. Three new, mixed cargo vessels are due to come into service very shortly (*Bernina*, *Brennero* and *Stelvio*) on the Egypt-Syria-Anatolia line operated by *Adriatica*. The *Finmare Group* has also approved new plans for the construction of a further 170,000 gross tons, mostly to replace vessels which are now considered obsolete.

Private shipping also made marked progress during 1958 with the construction of several new vessels. The *Giacomo Costa* Line started operations with three new units: *Federico C.*, *Maria Costa* and *Pia Costa*, the first, of 20,000 gross tons, being used on the South America run, while the others, of 19,000 tons each, will be used for express freight services to North America. To these should be added the

(1) This vessel is expected to make its maiden voyage to New York in the Spring of 1960. The importance of the *Leonardo da Vinci* to the Italian mercantile marine, to shipping services to North America and to Italian prestige, becomes evident if examination is made of the technical planning which has gone into its construction, its tonnage and the many innovations which have been introduced.

turbo-tankers *Felce* and *Polinice*, of over 20,000 tons each, the *Agip Ravenna* of 23,000 tons, the motor tanker *Sicilmotor* (the largest diesel powered tanker in the Italian merchant fleet: 20,500 gross tons) and the dry cargo vessels *Alberto Lolli Ghatti*, *Porto Marghera*, *Corona Bo-reale* and *Federico Parodi*. Several other vessels, of minor tonnage, were also brought into service by private shipping lines.

The general situation for freight, already unfavourable in 1957, became worse in 1958, and about one third of the world's tramps were held in port. In spite of an increase in the volume of mineral oils carried by the tanker fleet (from 3.5 %), there was a drop in the number of these vessels actually in use, from a maximum of 12 % in June to an average of 8 % towards the end of the year.

Services on regular routes, on the other hand, showed but minor variations. Since the Italian fleet mostly consists of tramps and tankers, there has been a slightly above-average increase in inactive vessels and, in view of a high tonnage present in dockyards for repairs, this remained at 17-18 % during the second half of the year. Dry cargo vessels represent the largest figure (61 % of inoperative vessels) while tankers account for approximately 30 %.

Many of the vessels which are now being scrapped were built during the war. This includes about 25 % of the *Liberty* ships and similar and 30 % of the T-2 type tankers, which are costly to operate.

Although the number of inoperative vessels may be considered high, there does not appear to be any real crisis. The current situation points to a phase of selection and the realization that old and costly vessels can no longer be maintained in operation. To this end, ship-owners are anxious that the present construction rhythm be hastened and that obsolete types be scrapped. Wide-scale credit facilities also appear useful in overcoming the present difficulties.

According to provisional information released by the Institute of Statistics on shipping movement, 149,298 vessels called at Italian ports during 1958, of which 25,803 were on international lines and 123,495 on coastal runs. Freight movement, to and from Italian ports, totalled 80.1 million tons, against 79.1 million tons registered in 1957, representing a rise of 1.4 %. Although the increase is modest, it should be noted that this is the first time that Italy has reached such a figure in marine freight; 10,172,535 passengers were embarked and disembarked, against 9,996,000 in 1957, an increase of almost 2 %; world freight export traffic rose from 9.7 to 10.6 million tons.

Italian participation in shipping movement all over the world reached 45.5 % for freight loaded and unloaded and 52.9 % for passengers embarked and disembarked.

ITALIAN LINES



ITALIA

North and South America • Central America North and South Pacific

LLOYD TRIESTINO

Asia • Africa • Australia

ADRIATICA

Egypt • Beirut • Lebanon • Syria • Cyprus • Turkey • Black Sea • Greece

TIRRENIANA

Libya • Tunis • Sicily • Sardinia • Corsica • Malta • Marseilles •
Spain • Northern Europe

The Fire Department

EXPERIMENTAL AND RESEARCH CENTRE

An Experimental and Research Centre, attached to the Fire Services and under the control of the Ministry of the Interior, was created for the purpose of experimenting with methods and equipment essential to modern fire-fighting measures. Such an important step was only possible after nationalization of the Fire Service, a move which also drew attention to the need for a group of technical training centres (*Scuole Centrali Antincendi*) which would include the *Scuola Allievi Ufficiali* (Cadet School), *Scuola Allievi Sottufficiali* (N.C.O's School) and the *Scuola Allievi Vigili* (Trainee Firemen's School).

Organization of such a network of training centres was considered most important since the Fire sections attached to the local authorities prior to nationalization followed different standards, both as regards duties assigned them and equipment, regulations and training. After planning, it was decided that the necessary centres should be built on a large vacant lot near the Capannelle zone, about 11 kms outside Rome on the Via Appia Nuova.

The *Centro Studi ed Esperienze dei Servizi Antincendi italiano* (The Italian Fire Experimental and Research Centre), originally planned in 1940, has been gradually developed and modernized and brought to an advanced technical stage. Observers have been constantly sent abroad to study methods and equipment used in other states and the Centre now represents a scientific and experimental institute of considerable value, specialized in fire-fighting methods and able to cover every possible field in which the Fire Services may be called to operate.

The responsibilities of the Centre may be defined as follows:

1) *Scientific and technical research in fire-fighting methods.* This embraces:

a) investigation of the dangers arising from industrial operation and chemical products – the employment of methods and equipment which diminish or erase all such dangers;

b) research into the dangers arising from electrical installations in private homes, industrial enterprises, places of public entertainment – security measures to be adopted;

c) research into the fire resisting qualities [of construction materials];

d) research into fire-resisting qualities of buildings and constructions subjected to intense heats and explosions – security methods to be employed;

e) research into the characteristics of fire alarm equipment and installation;

f) research into the characteristics of fire fighting equipment and machinery;

g) research on materials for the purpose of issuing regulations on their use.

2) *Compilation of reports and observations which will serve as a basis for future fire regulations.* This is carried out in collaboration with the competent offices of the Fire Department, General Services.

3) *Training and information with experimental exercises for trainee Technical Engineers of the Fire Services.*

4) *Preparation of technical instructions and orders and general educational manuals, in collaboration with the Fire Brigade Headquarters.*

5) *Control and testing of fire equipment and installations on behalf of public and private offices and companies.*

¶6) *The Atomic Defence Centre, which has mainly instructional duties* This Centre is interested in the preparation of fire personnel for defence against atomic radiation. Its duties are at present restricted to research into the effects of such radiation on various materials, and the methods to be used in its elimination. This is important in relation to security measures to be adopted for atomic industry.

The Experimental Centre is able to approach the many problems involved in fire fighting and prevention from a theoretical and practical viewpoint, using essentially scientific methods, with adequate equipment, which can later be introduced on a large scale. Many famed technical and theoretical experts have made a valuable contribution towards the success of the Centre throughout the years of its existence. The Centre's duties are limited and clearly illustrated and

the work it undertakes cannot be duplicated in other laboratories or experimental centres. The equipment it possesses is essential to the solution of such problems as the behaviour of all types of materials and constructions subjected to heat and the means for prevention and protection against fire hazards.

For the purpose of carrying out the responsibilities assigned to it, the Experimental Centre is composed of an *Administrative Department* (general correspondence, archives, translators, etc.), *six scientific and technological laboratories* (applied chemistry, building and engineering, fire equipment, applied electrotechnics, telecommunications, atomic defence), an *oven* for technological and mechanical experiments on the effects of fire on materials and buildings and naval structures, and an *open-air experimental ground* with permanent installations which are at the disposal of the various departments.

Each of these various laboratories is under the control of qualified experts, since all research and studies must follow a strict scientific course. The Centre, although it has been constantly modernized during the past few years, is always in need of new apparatus and equipment to permit it to keep in step with the swift progress which is being made all the time.

Premises used by the Centre have a total volume of 21,860 cubic metres. The area covered by the laboratories and offices is approximately 3,310 square metres, while an area of 11,260 sq. metres is used for the open air experimental ground. The personnel consist of: a Director of the Centre, a Director for each laboratory, all of whom are university professors and acknowledged experts in their specific branch of study (they are mainly called upon for technical consultation) and various Assistants, all of whom are engineers and Fire Brigade officers directly concerned with research and experimental work in the laboratories. There are also a number of skilled workers, clerical staff and labourers.

Results of more important research are published in special manuals, in the periodical *Antincendio* and various other technical publications. To date, the Centre has published 73 reports of varying nature and is constantly engaged in new and interesting experiments.

The Centre is represented at all international conferences and meetings of the C.T.I.F. (*Comité Technique International du Feu*). It took part in the 1st. World Congress on the Prevention and Extinction of Fire, Rome, October 17-21 1956, and also participated in the Fire Committee meetings of the C.I.B. (*Conseil International du Bâtiment*) held in Paris during May-June, 1957.

The *Administrative Department* of the Experimental Centre is responsible for:

a) coordinating the work of the various laboratories, assigning experiments to be carried out and eventual control of results and the collection and compilation of data resulting from research;

b) the study of regulations on anti-fire precautions in collaboration with the Technical Department of the Fire Services' Headquarters;

c) modifications to regulations covering the testing of fire equipment and installations to be adopted by the Fire Services, in collaboration with the Technical Department of the Fire Services, on the basis of experiments and tests carried out in the Centre's laboratories.

The attributions and objectives of the individual *laboratories* are also interesting to observe.

1. - *Laboratory of applied chemistry and technology*: a) study, research, experiments and control of chemical substances used in fire-fighting (nebulized water, foam and foam substances, fire smothering powders and liquids), control of products and production methods of interest to fire prevention, methods of protection against blast, effects of toxic and corrosive substances; b) study, research and experiments which show the chemical reaction and behaviour of materials subjected to heat; c) metallographical and structural tests; d) lectures and demonstrations for personnel of the Fire Services.

Although equipped with all installations and apparatus necessary to a chemical laboratory, further special fittings have also been supplied. These include apparatus for the control of foam and allied substances, the effects of nebulized water, control of fire resisting paints and varnishes, etc. The laboratory has also supplied valuable information on the control of instruments which give warning of the presence of dangerous gases, and carried out complicated tests on foam substances, fireproof substances, mineral oils, fuels, fuel distributors, various types of fire extinguishers, etc.

2. - *Laboratory of building science*. This laboratory is chiefly responsible for studying the behaviour of building and naval materials and structures in relation to fire, and such special factors as earthquakes and explosions. It also experiments with critical points of structures. A special oven is often used in order to control the effect of fire and heat on different types of structure and material, while a special section deals with the controlling of equipment used by the Fire Services, rescue apparatus, ladders, cables, safety belts. Technological experiments are also made on building materials.

The laboratory also gives lectures and experimental demonstrations to personnel of the Fire Services, and offers training facilities to student inspectors of the Corps. Much of its research in relation to fire control is concentrated on structural materials (ordinary and high temperatures) and on the structures themselves (also at ordinary and high temperatures). A vast amount of special apparatus and machinery has been designed for this laboratory to enable it to meet the highly technical requirements of modern times.

3. — *Machine and thermotechnical laboratory.* This laboratory was specially created for the purpose of studying the characteristics of mechanical equipment used by the Fire Services. It also carries out tests on equipment installed by private companies and organizations when they so require. The laboratory is particularly equipped to carry out tests and experiments on endothermal apparatus and pumps, having a test bench for motors up 350 hp. Its installations also include a hydrodynamic brake up to 200 hp, a torque metre for measuring torsion up to 100 kgm, a piezoelectric indicator for pressures up to 150 kg/cm², electric tachimetres, mechanical frequency metres, etc. Tests on pumps are made with the use of a well 10.33 metres deep, 2.60 metres diameter, a huge reservoir containing 8,000 litres of water. A series of calibrated motors (electric and piston), tachimetres, tachigraphs, speedometres and a well equipped workshop also form part of the laboratory's installations.

In carrying out thermo-technical experiments, the laboratory uses several types of galvanometres and potentiometres, thermopiles, etc. while large scale tests often call for the employment of a special oven. Present planning includes the construction of two small ovens, one fired by liquid gas, the other heated electrically.

4. — *Applied hydraulics Laboratory.* This laboratory was created for the purpose of testing equipment and apparatus connected with the use of water and other liquids and mixtures normally used in fire control. Its responsibilities include study and research on the characteristics of fire fighting equipment (flexible and rigid hoses, nozzles, unions, ejectors, valves; b) the study of movement of liquids in tubes and hoses, water hammering, pressure losses; c) static tests regarding pressures and deformation in hoses and water recipients in general (including extinguishers, nozzles); d) research and experiments on water jets, spray and behaviour under certain atmospheric conditions; e) drafting of reports and suggestions concerning standard tests on materials, results of experiments, etc.

This laboratory is housed in two buildings: the first deals with low pressure testing, the second with high pressure testing. The low pres-

sure workshop draws on a closed water circuit with a maximum delivery of 110 litres per second and a hydrostatic charge of 0.7 kg/cm^2 . Equipment also includes tanks, water and mercury gauges and calibration baths. The high pressure shop is divided into three groups, apparatus including electric pumps, centrifugal pumps ($12 - 20 \text{ kg/cm}^2$ and $8 - 3 \text{ litres/second}$) ram pumps for pressures of 100 kg/cm^2 , a hand pump with concentric pistons, gauges, and compressed air cells.

5. - *Electrotechnical and telecommunications laboratory.* This laboratory carries out tests and experiments on safety apparatus and electrical machinery. Such controls also include dangers which may arise from other sources (static and atmospheric). It also provides for lectures and practical demonstrations for inspectors and student inspectors of the Fire Services. It is divided into three parts (alternating current at industrial and continuous frequency, high frequency, high tension at industrial frequency and impulse). Structurally, it embraces a generator station, three experimental shops, a machine shop, a high tension testing shop and a general workshop.

6. - *Atomic Defence laboratory.* Apparatus in this laboratory includes portable counters for measuring low and high radioactivity, electronic counters of various types for laboratory use, apparatus for testing Geiger-Muller tubes and callibrators and dosimetres. The *danger prevention* programme of the laboratory includes instruction of laboratory personnel in the progress made on nuclear theory and practice, illustration of the dangers and the methods to be adopted, examination and selection of equipment necessary to the Fire Services, refresher courses for engineers and special training courses for personnel of the Fire Services, control and callibration of instruments.

7. - *Oven for fire testing of naval and building structures.* This is in the form of a well 6.5×3.0 metres and 4 meters deep. It has 12 diesel burners, regulated automatically, and a special control panel. A temperature of $1,200^\circ \text{C}$ may be reached in 8 hours. The oven ceiling may be removed or its position altered when tests are being carried out on joists and cross-pieces. It also has a hinged double door which permits tests to be made on panels, frames, etc. It may also be heated indirectly. 4 hydraulic jacks are installed, each of 50 tons, for carrying out structural tests (1).

(1) Maximum dimensions for structures to be tested are:
joists and crosspieces: 3×6.5 metres; Pillars: 4 metres; Panels and window and door frames: 1.2×1.8 metres; Portals: 6 metres of « light ».

INDUSTRY IN 1958

A GENERAL OUTLINE

According to calculations by the *Istituto Centrale di Statistica* (1) ISTAT (Central Institute of Statistics), with 1953 = 100, the general index for the first nine months of 1958 was equal to 138.3, showing an increase of 1.3 % over the same period of 1957 (136.5).

Table 1 - INDICES OF ITALIAN INDUSTRIAL PRODUCTION

BRANCH OF INDUSTRY	Average for the first nine months	
	1957	1958
Mining	155.6	156.0
Manufacturing	137.0	138.7
Electricity and Gas	121.7	125.7
General Index ...	136.5	138.3

Examination of the *mining industries* shows that production of liquid and gas fuels rose by 6.9 % in relation to the first nine months of the previous year, while figures for coal dropped by 21.0 %, ores by 2.9 % and other minerals by 2.5 %.

Production of crude oil has marked a considerable increase. During the period *January-October* 1958, the crude product totalled 19,800,000 tons (17,073,000 tons during the same period in 1957), of which 12,400,000 tons were used for the home market, 4,860,000 tons for export and 2,540,000 tons refined under foreign agreements. Total production of crude oil in Italy in 1958 may be calculated at 1,700,000 tons, against 1,261,000 tons in 1957. The increase is especially due to exploitation of wells in Sicily.

In calculating the general situation in the *manufacturing industries*, seven branches which have been examined show improvements over the first nine months of 1958, when compared to the same period of

(1) See also: *Industrial Production in 1955* - « Italian Affairs », Vol. V, No. 4, pp. 1309-1310.

the previous year. Such improvements are as follows: hides, leather, footwear: + 7.1 %; timber: + 3.0 %; automotive: + 10.4 %; non-metallic minerals: + 6.2 %; chemical: + 5.5 %; coal and oil derivatives: 14 %; cellulose for artificial and synthetic fibres: + 3.9 %.

The following six branches, however, show indices which are lower than those pertaining to the first nine months of 1957: foodstuffs, drink and tobacco: — 1.6 %; mechanical: — 1.1 %; paper and board: — 0.4 %; rubber: — 3.7 %; textiles: — 6.4 %; metallurgical: — 6.5 %.

Under *mechanical industries*, the general index for January-September 1958, relating to the sub-item «construction of non-electric machinery», shows a rise of 0.1 %. The average index for the construction of electrical machinery and steel structure and the like, over the same period, dropped by 1.0 % and 6.8 % respectively. On the other hand, this sector stands to the fore because of the rise in the *production of motor vehicles*, which reliable sources estimate at 400,000 for the whole of 1958. This figure includes 370,000 private vehicles and represents an increase of 13.7 % over 1957 (351,799 vehicles) and 414 % over the pre-war record. During the first nine months of 1958, production of motor vehicles totalled 306,382 units, of which 280,370 were private vehicles. The recovery of the motor industry may be considered as one of the main characteristics of recent Italian industrial development. The level reached has only been obtained through renewal of plant, special training and preparation of personnel as well as the adoption of modern methods of automation.

The production of electrical energy, during the first nine months of 1958, rose by 5.4 % over the same period of the previous year, while production of coal by-products dropped by 11.6 % over the same period. Figures for electrical energy were 32,988 million kW/h (26,441 million from hydroelectric sources and 6,547 million from thermo-electric sources), an increase of 1,682 million kW/h in relation to the January-September period of 1957 (31,306 million kW/h). The rise is due to production from hydro-electric sources, thermo-electric energy having dropped considerably. This is a situation which has not been apparent for many years and is the consequence of favourable meteorological conditions in 1958. Heavy rains permitted large supplies of water even in the summer season. During the year under consideration, several new hydro-electric and thermo-electric power stations were completed and brought into operation, while fresh plans were approved and drafted.

Among the new *hydro-electric power stations* which were brought into use in 1958 are the following: S.I.P.'s Quart and the Consorzio di Buthier's Valpelline stations, both in the Val d'Aosta, with a capacity of 40,000 kW and 144,000 kW respectively; the Leno power sta-

tion at Vallarsa in Trentino, with a capacity of 20,000 kW; the Boazzo (Trentino) power station, belonging to the Edison group, with a capacity of 95,800 kW; the Recentino power station at Terni (Umbria), with a capacity of 22,400 kW; extension of the S.M.E. power station on the Matese, in Campania, now with a capacity of 23,000 kW and the power stations at Platani and Grottafumata, of the *Ente Siciliano di Elettività*, producing 11,200 and 18,400 kW respectively.

Table 2 - AVERAGE INDICES FOR INDUSTRIAL PRODUCTION
(1953 = 100)

SECTION OR SUB-SECTION OF INDUSTRY	First nine months		% variation 1958 on 1957
	1957	1958	
<i>Extractive industries</i>	155.6	156.6	+ 0.3
Coal and peat	80.6	63.7	- 21.0
Liquid and gas fuels	267.6	286.1	+ 6.9
Metallic minerals	142.7	138.5	- 2.9
Other minerals	116.0	113.1	- 2.5
<i>Manufacturing industries</i>	137.0	138.7	+ 1.2
Foodstuffs, beverages and tobacco	121.7	119.7	- 1.6
Textiles	110.2	103.2	- 6.4
Tanning, hides, footwear	122.1	130.8	+ 7.1
Timber	108.2	111.4	+ 3.0
Metallurgy	180.7	168.9	- 6.5
Mechanical	128.0	126.6	- 1.1
Non-electrical machinery	128.0	128.1	+ 0.1
Electrical machinery	98.4	97.4	- 1.0
Steel structure and similar	190.9	178.0	- 6.8
Automotive	155.6	171.8	+ 10.4
Non-metallic minerals	149.5	158.7	+ 6.2
Chemical	153.3	161.7	+ 5.5
Oil and coal derivatives	154.6	176.2	+ 14.0
Cellulose for textiles and synthetic fibres	168.5	175.0	+ 3.9
Paper and board	136.7	136.2	- 0.4
Rubber	117.9	113.5	- 3.7
<i>Electricity and Gas</i>	121.7	125.7	+ 3.3
Production of electrical energy	130.7	137.7	+ 5.4
Production of gas	82.5	72.9	- 11.6
<i>General index</i>	136.5	138.3	+ 1.3

Of the *thermo-electric stations*, special importance is attached to installations at Santa Barbara in Umbria, which has the high output of 260,000 kW, and at Pietrafitta (Umbria) with an output of 72,000 kW. Both are fed by lignite. The first group of the Bari power station (70,000 kW) has also been brought into operation and, when completed, will be the most powerful thermoelectric installation in southern Italy. Many other plants are at an advanced stage of construction, among them the A.E.M. power stations on the Mallero and at Vizzola and Grosio in Valtellina. The Edison Group is completing another on the Alto Chiese. Italo-Swiss hydroelectric plants on the Spoel and

the Hinterrhein are to be finished shortly and modifications are at present being made to the thermo-electric stations at Chivasso, Genoa, Tavazzano and Civitavecchia. Finally, a new power station has been opened at Augusta in Sicily.

Building activities during 1958 also include new installations for the distribution and transport of electrical energy. The domestic 220 kW network has been lengthened and now exceeds 7,000 Kms.

The current plans for development of electrical energy are not, however, limited to the construction and operation of traditional forms of installation. The present situation in Italy has demanded extensive research into the possibilities of electronuclear energy and four definite projects have already been prepared. One has been drawn up by a company which groups all the electrical enterprises in northern Italy and concerns the building of a power station in that region with an output of 134,000 kW. A second has been drafted by industrial and electrical companies in central Italy and foresees the construction of a power station at the mouth of the Garigliano with an output of 150,000 kW. The third will be the responsibility of State controlled enterprises and covers the building of a power station in the Latina zone with an output of 200,000 kW. The fourth project has been drawn up by two large industrial groups and deals with a further power station to be built in the northern regions. It is currently understood that the first of these plants will come into operation in 1962 to be followed by the others at yearly stages.

The *steel industry* contracted during the period January-October 1958 and only 5,257 thousand tons of steel were produced, against 5,649 thousand tons during the same period of 1957. The drop is equal to 6.9 % (1). Other products of this sector have also shown less encouraging figures (a drop of 0.92 % for cast-iron, 8.8 % for rolled steel and 16.7 % for alloy steels). However, the situation may still be considered satisfactory since the production level reached (estimated total of pig iron: 6,270,000, a drop of 500,000 tons when compared to 1957 which totalled 6,787,000 tons) is the maximum following the record of 1957. In earlier years, the figure of 6 million tons of pig-iron had never been approached.

Finally, examination of the *textile industry* over the period January-August 1958, brings to light a total production of 129,926 tons of cotton yarn and 102,693 tons of manufactures. Certain oscillations have also been noticed in this sector but they were not very marked.

(1) See also: *New Indices for Industrial Production* - « Italian Affairs », Vol. VII, No. 3-4, pp. 2217-2218.

THE PARLIAMENTARY ENQUIRY INTO LABOUR CONDITIONS

THE SHORT-TERM AGREEMENT

The Parliamentary Commission which carried out a survey into labour conditions in Italy, drew up a long report on the question of short-term agreements (1). The information, statistics and particulars, which the Commission obtained as a consequence of lengthy discussions with trades union representatives, industrial managers and workers, members of factory councils and personnel managers, brought the question into the open and demonstrated the current situation.

During the course of the enquiry, it was revealed that, in many cases, the adoption of the short-term agreement was the result of objective decisions on the part of industry and the dictates of such requirements as seasonal employment, substitution of workers who were temporarily absent, heavy and occasional orders for third parties, and the placing of new orders requiring different manufacturing processes and production with only a limited cycle of development. In such cases, recourse was made to Article 2097 of the Civil Code («special industrial relations») for the purposes of making the use of such a form of agreement appear legitimate.

On the other hand, the parliamentary survey brought to light the fact that there has been a certain tendency to extend the use of the short-term agreement for many reasons. One important factor appeared to be the principle that such agreements are excluded from arbitration and adjudication, as contemplated by the two inter-federal conventions on dismissals signed in 1950. In other cases, labour management relations begin with the employment of a person or persons for a trial period, particularly when new technical methods are to be used or a different type of production cycle started.

(1) See also : *The First Results of the Parliamentary Enquiry into Labour Conditions* - « Italian Affairs », Vol. VII, No. 2, pp. 2089-2102.

There were also claims that the short-term agreement was adopted because of the advantages to the employer who would subsequently find himself freed of a large number of responsibilities which normally result from long-term contracts. Under the former, he is not compelled to give notice to the worker or pay indemnities in lieu of notice, he need not pay long service bonuses or keep the worker's position open when illness, accidents, military service occur or, in the case of a woman, when pregnancy extends over the term covered by the agreement. In all fairness, however, it should be stated that such financial evasions are not common and, in most cases, bonuses are paid and labour-management relations generally continue as if the normal long-term agreement was in force.

The regulations which govern temporary suspension of a long-term agreement, and also impede its termination in cases of accident, sickness, pregnancy and military service, are not favourable to the worker employed under a short-term contract; these regulations are as follows:

a) in case of absence from the place of employment, by reason of accident or sickness, the employer, as per Article 2110 of the Civil Code (C.C.), may not exercise the right to act according to the norms of Article 2118 C. C. and dismissal, if notified during the period during which the post must be held open, may not come into effect until the end of the period of sickness; although the norms contained in Article 2110 C. C. are also to be applied in the case of short-term agreements, they cannot be enforced beyond the date of termination of the agreement; therefore, in the case of the short-term agreement, such norms may only be applied if the employer has notified dismissal prior to the termination of the said agreement and for the period which remains; it must also be realised that the same situation also exists in the event of the long-term contract in cases of accident or sickness within the period of notice for, even in this case, the relationship ends with the termination of the agreement;

b) in cases of pregnancy and post-natal absence, Law No. 860 of August 26, 1950, Art. 3., Para. 2, sub-para. c) expressly declares that, although a person may not be dismissed during gestation and up to the end of an established period, such a norm is not applicable should the agreement terminate during the period in question;

c) in the case of military service, both the law on private employment (November 13, 1924, No. 1825) and the Civil Code (Art. 2111) admitted termination of the agreement in the case of compulsory military service.

Law No. 653 of June 10, 1940, on compulsory and voluntary military service and treatment of privately employed persons, foresees

the right of the worker to claim his post and also gives precise norms governing seasonal and short-term agreements. In fact, Art. 29 observes that, if the contract is seasonal, the post must be kept open for the period of the agreement. If, however, a short-term contract is involved, the unfulfilled period is suspended for the period of military service, and the individual has the right to return to his employment for a period equal to that of his service.

The right of workers, recalled to military service, to have their jobs held open for them, already governed by several collective agreements, was recently the object of norms contained in Law No. 370 of May 3, 1955. A Decree of September 13, 1946, No. 303, declares that in the case of military service, the agreement shall be suspended for the duration of that period, and that the worker has the right to claim such treatment. This law, although stating that the rulings it contains are to be applied to all categories of workers who have been employed for at least three months, does not, as in the case of Law No. 653 of 1940, state anything about seasonal and short-term agreements.

The analysis of the results of the parliamentary enquiry has revealed that, at times, the short-term agreement is adopted by employers for reasons which may have nothing to do with such matters as hiring manpower for a very limited period, a period, moreover, which is clearly established prior to any engagement. There are cases, indeed, where the employer is obviously trying to escape certain responsibilities which result from long-term contracts. This involves labour-management relations which, by reason of their very nature, should be the object of a long-term agreement. Confirmation of this is to be found in the fact that employment does not necessarily cease with the termination of the agreement which is often renewed. Frequently, such contracts eventually lead the way towards a long-term agreement coming into force. The brief interruptions which follow the end of each separate agreement are not the result of modifications to the production cycle but to attempts to avoid any further burdens.

The chief problem is to introduce a juridical system which — although allowing the use of short-term agreements in those cases where they represent a correct policy and are justified by objective reasoning — will prevent an employer from escaping those responsibilities which are justly his, and which he should assume under long-term engagements.

Looking into the many situations in which the short-term agreement has been adopted, it may be seen that there is complete unity and continuity in labour sectors, for new legislation and the results of collective bargaining are immediately felt throughout all branches

of labour. This is obvious, since every effort is made to introduce new principles which will best suit the legitimate, or even illegitimate, interests of the parties concerned. Recognition of this unity is essential to a full understanding of the observations made in the parliamentary report. Without it, any solutions would be liable to draw criticism on legislative interference, a factor which is more likely to complicate matters rather than simplify them.

Yet another consideration which must be correctly understood is that certain questions may appear to be juridically inconsistent in the sense that short-term contracts which are stipulated illegally may be regarded as without termination and, juridically speaking, may thus be considered as solved.

However, in the field of labour, apart from the difficulties which workers would meet in promoting any controversy, the chief interest is not so much the right which the law established as the idea of seeing that it is respected. This is often excluded by the inopportunity of bringing a case against an employer in whose employ the worker may wish to continue. Because of this, the problem must be faced not only from the point of view of rights and obligations binding both contractual parties, but also with the idea of legally protecting the interests of the employer and the worker. This means that labour must be protected, but equal thought must also be given the economic and organizational interests of industry, so that conditions will constantly improve and new employment sources be provided.

On the other hand, it should be noted that the enquiries by the parliamentary commission brought to light many points which make it very difficult to reach any final conclusions. There is a close connection between the short-term contract, trade categories and even single industries, arising from specific local conditions, type of production, uncertainties as to future conditions, oscillations in orders, etc.

* * *

The Commission, in its report, states that it must repeat and insist on the principle of a long-term agreement in labour relations. In fact, the long-term agreement satisfies both the requirements of the employer and the worker, since the former may avail himself of skilled manpower accustomed to a particular production cycle, and the latter may obtain all the advantages which derive from uninterrupted employment and progressive wage increases, as well as career advancement. Both parties, according to their respective interests, also have the faculty to end their relationship if they so require.

The normalcy of the long-term agreement has been constantly proved. Its structure is governed by law and by the contracts in force,

and guarantees have been introduced to protect the worker against indiscriminate dismissal.

Under Article 2097 of the Civil Code, current legislation is based on the principle of accepting the long-term agreement as normal and the short-term agreement as an exception. The latter is looked upon with disfavour and attempts to bring it within the limits of normal relations resulted in the above Article 2097 of the Civil Code which, in the case of employment which extends over the period established in the short-term agreements, automatically changes this to a long-term contract, provided that neither party is contrary.

Legislation is at present preoccupied with maintaining two principles in relation to labour agreements. On the one hand, every attempt is made to ensure that lengthy contracts do not limit the freedom of the worker too much, while agreements which are too short and thus may escape many of the obligations of the normal type are discouraged as far as possible.

The last paragraph of Article 2097 of the Civil Code requires that if the labour agreement has a duration of over five years — or ten years if the person concerned is a manager — the employer may withdraw after the said periods, and if he observes the requirements governing such withdrawal as established in Article 2128 of the Civil Code. When any agreement is considered too short, withdrawal may only be considered legal when the agreement has been dictated according to special terms or through a written, legal act.

The parliamentary commission has reached the opinion that more appropriate legislation is needed, covering the points which are illustrated as follows.

It is most important that the duration be set out in writing, except in the case of seasonal employment when the period is obvious and must coincide with the season. However, the fact that the period is determined in writing does not mean that, in itself, it makes a labour contract over a short term any more legitimate. Nor does any such written term bring disadvantages to the employer for, in any case, labour agreements are gradually becoming more general in character and, further, in the case of a short-term contract, the period of duration is always clearly stated in writing. In order to avoid fraud, contract copies should be exchanged at the moment of signing, and the worker should always be in possession of a copy.

The short-term agreement must be justified by the particular type of management-labour relations, as per Article 2097 of the Civil Code, and the period for which it is to be in force must be clearly stated. On the other hand, the rulings contained in the said article do not,

in themselves, appear to be sufficient to cover the limits within which such type of agreement may be stipulated.

Drawing on practical experience and the talks which were held during the course of the survey, the parliamentary commission is now of the opinion that legislation should be such that short-term agreements may be stipulated in the following cases:

a) when the period agreed upon is not less than three years: a long-term agreement must be considered as in the interests of the worker who is guaranteed stable employment for a certain length of time; the short-term agreement may be applied when employment is offered to managers or highly skilled workers, and it is logical that certain guarantees must be offered such categories over the period they are employed;

b) when seasonal employment is involved and when the end of the agreement coincides with the closing of the season: special tables, setting out seasonal employment should be attached to the agreement, with copies of the norms contained in Article 4 of Decree No. 692 of March 15, 1923, and Article 8 of Law No. 1955 of September 10, 1923;

c) when workers absent for temporary reasons are to be replaced: such action may result from sickness, accident, military service, etc. the short-term contract should clearly state the person who is being substituted;

d) when occasional or abnormal employment is involved and which requires, for a previously determined period, the hiring of extra manpower;

e) when production or processing for third parties is undertaken: only when such are of an exceptional or abnormal character and require extra manpower for a previously determined period;

f) when production cycles with various phases are planned and which require extra manpower that normally cannot be offered permanent employment in the plant concerned: a special table containing all the rules and regulations should be attached to the agreement.

In the case of items c), d), e) and f) above, the short-term agreement should be permitted only when the period agreed upon corresponds to the period required to solve the particular situation which has arisen, and which originally gave rise to the need for extra manpower.

The parliamentary commission was also agreed that the last paragraph of Article 2097 of the Civil Code should remain in force. This gives the worker the chance of withdrawing from the agreement after a period of five or ten years from the time it has been stipulated, for a term in excess of five years or, in the case of managers, in excess of ten years. Further, legislation should establish that, in the case of the above conditions not being practised, the date of expiry shall

be considered as non-existent and, even though a written date may be included, the contract shall be considered as a long-term agreement.

The labour agreement should also include the reasons why it shall remain in force for a limited period. In the event of disagreement leading to court arbitration, the employer must show the reasons which have induced him to place a limit on the length of the agreement and that these are effectively permitted by law. To this end, it should be established that the agreement shall be valid over a long period, unless the employer can prove that the expiry date has arisen as a result of conditions allowed by current legislation. By using the above system, abuses will be greatly reduced, for not only must definite reasons be given as to the termination of the agreement but the employer, in the event of court arbitration, must also show that his action is legally permitted. The worker will thus find himself freed of many of the difficulties arising from the present norms contained in Article 2097 of the Civil Code. Further, the consequences which may arise from abuse of contractual clauses in relation to trades union action, could be mitigated to a certain extent. Inspectors of the Ministry of Labour might also be authorised to levy fines when it can be proved that labour laws on contracts have been knowingly violated.

The parliamentary commission observed that it is not sufficient to draft examples of the manner in which short-term agreements may be admitted, for the whole problem can only be reduced to its correct limits through the introduction of proper legislation. Those norms, which govern the manner in which such an agreement may be stipulated, must be backed by other forms of legislation, which eliminate or reduce the advantages which it offers, and so force the employer to use them only when no other means are available.

To this end, the commission has suggested that severance bonuses should be paid to the worker on the expiry of the agreement, even if such an agreement has been stipulated according to specific terms. Severance bonuses have lost the character they had initially (a unilateral act by the employer in favour of the worker at the time of dismissal) and are now chiefly considered as savings from wage deductions, which become due when the contract expires. They may even be considered as a quota paid to the worker for his participation in the productive activity of the plant. Such a factor appears all the more true when it is realised that such bonuses are also paid in the event of the death of the worker. Collective contracts generally establish that they should also be paid in the event of dismissal, although limitations are applied in certain cases.

When the period of employment is less than one year, severance bonuses should be calculated according to the actual period of employment. This guarantees that the bonus shall be paid, even in those cases where it is only due after a period of one year. The same principle should also be applied to holidays and other forms of indemnities.

Manpower hired on the basis of short-term agreements should also enjoy all the privileges and rulings foreseen under labour law, and the clauses of collective contracts for the whole period during which the agreement is in force.

In the case of wage and salary scales as contemplated by collective agreements, the commission is of the opinion that it would be opportune to establish percentage increases to minimum wages for workers employed under short-term contracts, these to be based on some useful clauses contained in certain collective agreements (ref. cement industry). Such increases appear justified by the precariousness of the labour agreement.

An analysis of the reasons which lead to the adoption of the short-term agreement, shows that it is often used as a means of subjecting the worker to a trial period, particularly in the case of new factories or new production methods. Nor can the principle of a trial period be contested. In fact, Article 2096 C. C. expressly states that a person may be hired for a trial period, and collective agreements refer to such a period, which is always very short. Because of this, many employers have resorted to the use of the short-term contract.

But the principal reason which has led the employer to adopt such an agreement is the liberty he enjoys in dismissing the worker on expiry, and the opportunity of escaping, in the case of individual dismissal, from all arbitration. In fact, the inter-confederal agreements which have been drawn up over a period of years, need have no importance for him.

Such a system deprives the worker of labour union protection at the very moment he needs it most, and when he is faced with the possible danger of unemployment. It is true that the unions may intervene even in this case, but they are unable to act with that sense of legitimacy which automatically arises in the case of long-term agreements based on clear and precise principles.

The idea of constant renewal of short-term agreements, although permitting continuous employment, is still damaging for it prevents the worker from enjoying those privileges which accrue from uninterrupted service. This, perhaps, is the most outstanding problem of short-term agreements, since the employer is able to elude the legal claims which may be raised on the basis of normal contracts.

The question which now comes to the fore is how to limit such practises, and how to introduce rulings which will be suitably adapted to those general norms that may generally admit the use of short-term agreements. There is always the possibility that too rigid laws, which tacitly exclude the practice of renewal, may eventually prove damaging to the worker and lead the employer to hire other labour on the same basis. But, the constant renewal of manpower on a regular basis would not be convenient to the employer, who is interested in maintaining a staff of skilled men, and avoiding those drops in production which would follow constant changes in personnel.

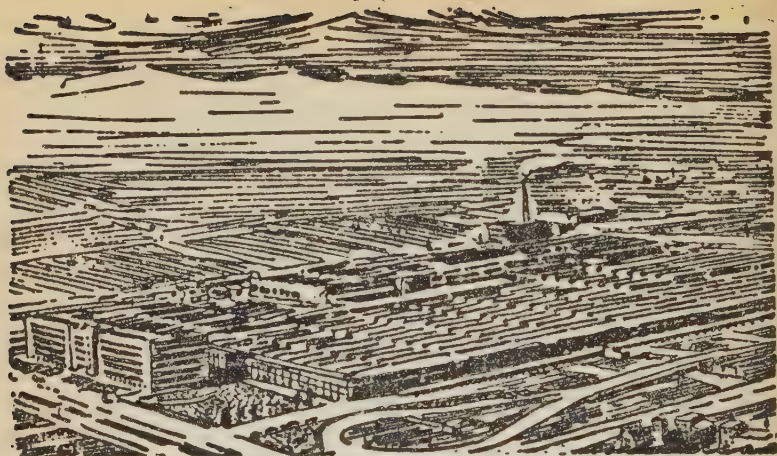
Nor should it be forgotten that, even in cases where the short-term contract is justified, it is not always possible to reach a correct estimation of the time required for occasional and extra production cycles. Therefore, the possibility of renewing the agreement for the new period necessary must also be taken into consideration.

On the basis of lengthy consideration, the parliamentary commission is of the opinion that renewal must be allowed. However, in order to avoid such renewals occurring after brief intervals and to prevent any veto being placed on subsequent renewals following the first, it has approved the following measures which it feels should be introduced with appropriate legislation:

a) if a short-term contract is stipulated with workers who have already been in the same employment under two or more similar agreements, and if re-employment occurs within a period of one or two months from the date of expiry of the previous agreement, the contract should be considered as being on a long-term basis;

b) the rulings contained in paragraph 6 of Article 15 of Law No. 264, April 29, 1949, should be widened to include those workers whose labour contracts have expired; such a category, considered as persons employed under long-term agreements and subsequently dismissed, should be given priority when the employer is hiring new manpower within a period of one year from the date of the expiry of their agreement.

Such methods would limit the system of using the short-term contract as a means of evasion and employing manpower for limited production cycles. Undoubtedly, modifications to current labour structure and limitation of abuses which still occur, acceptance of trial periods in their true meaning and cancellation of the many advantages which the employer enjoys through adoption of the short-term agreement, will greatly help towards promoting greater confidence and stability and strengthen labour-management relations.



FIAT, which started in 1899 as the «Fabbrica Italiana Automobili Torino» has become one of the largest European industrial groups for motor production, «on land, at sea, in the air».

FIAT

18 Factories, including preliminary processing plants (iron and steel working and metallurgy) and terminal production plants: motor vehicles, tractors, rail and tramway material, trolley buses, large Diesel marine and stationary engines, aviation engines and aircraft.

Area : 6,000 acres.

70,000 dependants, of which at least 65,000 in Italy.

A commercial and service organization extending all over the world.

TRAINING UNDERWATER DEMOLITION TEAMS

The Underwater Demolition Centre (*Centro Subacqueo ed Incursori*) «*Tesio Tesei*» has inherited the traditions of the assault groups created during the first and second world wars. It has now been given the task of training divers, assault teams and demolition squads, and making sure that the equipment used is the most modern and useful to the type of operations undertaken. The Centre's training programme, therefore, embraces theoretical instruction, practical demonstration and mock exercises.

The problems posed vary considerably and concern underwater exploration and operations and all the many related questions, which often come to the fore and which demand a swift and relatively simple answer. This, in itself, calls for rigid discipline and complete confidence in instructors and the type of training which is given. The Centre has its own special Research Department, which is responsible for explaining the manner in which such problems are to be solved and experimenting with information it receives from different sources, particularly from universities, industry, scientific magazines and technical publications, as well as departments attached to the Navy itself. An *Experimental Department*, specially created for the purpose, carries out practical tests on the theories which are evolved and advises on the results achieved. Other sections are required to study the manner in which particular methods can best be employed under operational conditions.

The Training Centre is responsible for the following courses: *divers* (normal and deep-sea), training of personnel to be eventually used for salvage work, inspection and recuperation of wrecks, etc. at normal depths using the standard diving suits, or deep sea suits. This section includes volunteer officers and men of the C.E.E.M. and short-service recruits serving with the naval deep sea diving units. *Underwater research crews*, consisting of personnel concerned with locating obstructions and explosives, are equipped with aqualungs and exposure

suits and employ instruments and weapons suitable to underwater defence. This section is composed of officers and men of all categories who wish to volunteer for such duties. *Underwater demolition squads*, recruited from torpedo and gunnery officers and ratings, are responsible for the removal of explosives. These are experts able to handle any type and form of explosive. *Assault teams*, for coastal and harbour operations, are specially trained for attacks on objectives which are the competence of the Naval Authorities. Since these teams are often expected to operate on dry land near the coast, or may have to reach underwater objectives and naval targets by crossing land, they are given a special « amphibious » training which permits them to feel perfectly at home in both elements. They are also given a special advanced course divided into two parts. The first is known as a « naval » courses and concerns those operations which are confined to the open sea; the second goes under the name of « coastal » and refers to those operations which may start in the open sea but conclude on land. Officers and men serving in this branch are nearly all volunteers. The Centre also trains special *medical orderlies* for underwater operations. A « sub » course is given to those officers who have demonstrated special aptitude during one of the above training cycles, and this enables them to obtain a much wider understanding of problems relative to diving and underwater operations. Eventually, such officers take command of groups specializing in any of the above branches.

Operational defence is the responsibility of the S.D.A.I. groups, while attack is the main responsibility of the assault teams. S.D.A.I. groups operate under naval land and sea commands and in collaboration with Coastal Defence and Minesweepers. The assault groups, on the other hand, are under the direct command of the Naval Staff. During peace-time, training is maintained at a high level, and there are constant local, national and inter-allied exercises.

Normal diving operations at naval bases, arsenals and aboard ship, are the responsibility of the « Deep Sea Divers Units » normally attached to each of such command.

As far as it possibly can, the Training Centre releases personnel for archaeological research, scientific experiments and other underwater operations undertaken by private and public organizations, but this only when military commitments permit (1).

(1) See also: *Reconstruction of the Armed Forces: the Navy, the Air Force - « Italian Affairs »*, Vol. V, No. 2, pp. 1609-1617.

ROAD ACCIDENTS IN EUROPE

International Comparison. The situation in Italy

The March-April issue of « Italian Affairs » reported on the level of road accidents in Italy, and described the main reasons which led to their occurrence. It may now be interesting to look at the information and figures relative to 14 European nations – Belgium, Denmark, France, Germany, the United Kingdom, Italy, Luxembourg, Holland, Norway, Portugal, Sweden, Switzerland, Turkey and Yugoslavia.

Table I – FATAL ROAD ACCIDENTS PER 10,000 VEHICLES (1956)

NATION	Pedestrians		Pedal Cyclists Micro-motors		Motor cycles Scooters		Motor Vehicles	
	No.	%	No.	%	No.	%	No.	%
Belgium	253	2.2	179	1.7	152	1.3	160	1.4
Denmark	164	2.4	232	3.3	122	1.7	99	1.4
France	1,768	1.8	2,276	2.4	1,640	1.7	1,044	1.1
W. Germany	4,022	5.8	2,481	3.5	3,681	5.3	2,520	3.6
Great Britain	2,270	3.5	696	1.0	1,028	1.6	533	0.8
Italy	1,694	3.6	1,248	2.7	1,710	3.7	529	1.1
Luxembourg	20	5.0	—	—	—	—	—	—
Holland	467	3.7	621	4.9	170	1.3	151	1.2
Norway	122	4.2	50	1.7	48	1.7	18	0.6
Sweden	269	2.4	223	2.0	132	1.1	135	1.2
Switzerland	279	4.6	241	4.0	210	3.5	116	1.9
Yugoslavia	201	3.3	55	9.0	21	3.5	53	8.8

The figures refer to persons in charge of vehicles, cycles, motor cycles, scooters, etc., with the exception of Col. 1. « Pedestrians ».

Tables I and II — relative to the year 1956 (the year in which the last comparative statistics were published) — appear to be of particular interest because they show road accidents in relation to the number of vehicles licensed in each nation and the number of fatal

accidents, according to the category of the persons involved and the relative percentages.

The most important columns in Table I are Nos. 4,6 and 8, for they give the percentages of accidents and deaths. Table II shows that,

Table II - NO. OF ROAD ACCIDENTS IN RELATION
TO VEHICLES LICENSED (1956)

NATION	Total Vehicles	Total Deaths	No. Deaths per 10,000 vehicles	Total (c) Accidents	Accidents per 10,000 vehicles
Belgium	1,120,723	902	8 -	41,721	372
Denmark	(a) 695,610	617	8.9	14,914	216
France	9,404,400	8,283	8.8	141,737	150
W. Germany	6,919,922	12,883	18.6	288,817	418
Great Britain	6,489,923	5,367	8.2	216,172	330
Italy	4,608,000	6,746	14.6	107,896	234
Luxembourg	51,305	91	18 -	1,454	290
Holland	1,265,388	1,628	12.9	33,332	264
Norway	296,943	289	10 -	4,203	145
Portugal	(b) 183,281	528	29 -	11,324	629
Sweden	(b) 1,124,934	889	7.9	15,753	140
Switzerland	605,578	1,011	16.8	22,449	374
Turkey	(a) 90,500	—	—	—	—
Yugoslavia	(b) 62,227	495	80 -	3,305	550

(a) Estimated figures. (b) Does not include figures for pedal cycles and micromotors. (c) Total accidents with deaths and injuries.

in proportion, the highest number of accidents occur on Yugoslav roads, followed by Portugal (Table II). Strangely enough, neither of those two states have a high number of licensed vehicles, particularly Yugoslavia. Those nations with more than one million road vehicles include Western Germany, which also has the highest number of road accidents (418 per 10,000 vehicles), followed by Belgium (372), Great Britain (330) and Holland (264). Italy is at fifth place with 234 accidents per 10,000 vehicles, followed by France (150) and Sweden (140) in the number of deaths resulting from road accidents, although these still do not equal the 80 per 10,000 vehicles registered in Yugoslavia or the 29 per 10,000 vehicles registered in Portugal. Among other nations with high mortality figures are Western Germany (18.6 per 10,000 vehicles), followed by Switzerland (16.8) and Italy (14.6).

Table II analyses fatal road accidents for those countries on which definite figures are available. Certainly, the most unfortunate road user appears to be the pedestrian, although the dangers he runs are not very superior to those of the pedal cyclist. Motor cyclists have a death rate which is higher than motorists, the latter enjoying greater protection from the very structure of the vehicle they are driving.

Leaving aside Yugoslavia, the most difficult country for motorists is Western Germany, where a figure of 3.6 deaths per 10,000 vehicles represents the highest percentage for those nations with intense motor traffic. Switzerland follows with 1.9, Belgium and Denmark with 1.4, Holland and Sweden with 1.2 and, finally, Italy and France with 1.1.

Table III - ROAD ACCIDENTS AND PERSONS INVOLVED IN ITALY

YEAR	Accidents	Dead	Injured
1952.....	94,810	4,266	72,513
1953.....	114,571	4,880	90,281
1954.....	126,232	5,281	98,766
1955.....	139,754	5,752	111,537
1956.....	167,574	6,746	143,346
1957.....	186,009	6,875	145,549

In Italy, motor cyclists appear to be the category with the highest number of fatal accidents, the figure being 3.7 deaths per 10,000 vehicles. This is even higher than the death rate for pedestrians. Such a high percentage brings Italy to second place in the comparative tables for Europe, immediately following Western Germany (5.3 per 10,000 vehicles).

Examination of the table leads to the conclusion that improvements to road networks do not necessarily bring about a reduction in the number of accidents. In fact, Germany and other countries famous for excellent roads register the highest index. Nor does traffic density seem to have any direct bearing on accident level for France, with the highest number of licensed vehicles on the European continent (9,404,400), appears very low on the list while states such as Yugoslavia and Portugal, with slight traffic, have a high number of accidents (550 and 629 accidents respectively per 10,000 vehicles).

A relative comparison of the figures contained in Table I shows that Italy, in spite of a highway network which is inadequate to modern traffic requirements and the errors of too many new road users, which rapid motorization of the country has created, is by no means one of the worst offenders. However, the situation in Italy becomes somewhat preoccupying when examination is made of the statistics

On the basis of what has already been reported in these pages, it is now more important than ever to attempt to reduce the number of fatal and non-fatal accidents which occur every year on the road. Apart from the planning of new roads and improving those already in use, equal attention must be paid the instruction of those who constantly use the roads and an appeal must be made to their sense of responsibility.

During 1957, the situation in Italy worsened in respect of the previous year. Table III illustrates road accidents over the period 1952-57 and shows the rising curve.

Table IV shows data relative to the said six month period, classified according to region and compared to figures for the first six months of 1957.

Once again, Lombardy headed the list with 36,786 accidents (1,288 deaths and 25,299 injured), followed at a short distance by Lazio (34,186 accidents - 544 deaths and 24,252 injuries). Third place was held

Table IV - ROAD ACCIDENTS AND PERSONS INVOLVED, PER REGION, DURING FIRST SIX MONTHS, JANUARY-JUNE, 1958. COMPARISON WITH CORRESPONDING PERIOD OF 1957.

REGION	Accidents		Dead		Injured	
	1958	1957	1958	1957	1958	1957
Piedmont	7,212	6,468	275	279	5,222	4,783
Valle d'Aosta	228	190	17	7	260	224
Lombardy	18,800	17,990	619	550	12,205	11,889
Trentino-Alto Adige	1,355	1,200	68	96	1,082	1,088
Veneto	4,266	4,323	286	290	3,724	3,840
Friuli-Venezia Giulia	1,275	1,176	73	70	988	1,004
Trieste	1,031	1,217	18	14	598	662
Liguria	6,730	6,933	70	122	3,529	3,877
Emilia-Romagna	6,459	6,190	321	287	6,416	6,154
Tuscany	8,666	7,789	340	250	8,345	7,372
Umbria	1,132	1,002	50	44	1,111	1,007
Marches	1,423	1,408	91	93	1,557	1,537
Lazio	16,839	16,546	231	257	11,290	11,978
Abruzzi and Molise	955	899	66	65	1,018	1,033
Campania	5,436	6,019	135	120	3,159	3,333
Apulia	2,854	2,533	131	133	2,161	2,005
Basilicata	152	122	14	15	173	143
Calabria	755	624	37	37	619	622
Sicily	3,341	2,808	123	143	3,119	2,839
Sardinia	1,371	1,291	64	68	806	1,007
ITALY...	90,280	86,728	3,029	2,940	67,382	66,397

by Tuscany with 16,843 accidents (556 deaths and 16,473 injuries), followed by Piedmont (15,328 accidents - 746 deaths and 11,508 injuries) and Emilia-Romagna (14,310 accidents - 732 deaths and 14,205 injuries).

Finally, during the first six months of 1958, according to information released by the Statistical Department of the Italian Automobile Club, 90,280 road accidents were registered throughout the country, against 86,728 for the corresponding period of the previous year (+ 4.09 %).

General Education and Technical Training

SCHOOLING IN ITALY DURING 1954-55 AND 1955-56

Information supplied by I.S.T.A.T. (Institute of Statistics) will permit an examination to be made of the scholastic situation in Italy over the two-year period 1954-55 and 1955-56 (1).

There has been a marked increase in the number of *primary* schools (nursery and elementary schools) and the children attending them, while figures show that considerably more teachers were available than in previous years. Approximately 1,200 new preparatory schools came into use during the two-year period in question, available teachers increased by over 2,000 and 25,000 additional children were registered, showing an improvement in the ratio of *pupils per school* (dropping from 72 to 69) and *pupils per teacher* (from 39 to 36).

A further 1,100 elementary schools were opened during the same period, school attendance rising by 185,000 pupils, while an additional 2,520 teachers were available. However, in this case, the pupil-school ratio rose from an average of 110 to 113, and the pupil-teacher ratio from 26 to 27, thus proving that even the marked increases in schools and teachers do not correspond to the growth of the scholastic population. On the other hand, the figure of approximately 215,000, referring to the increase in children attending primary schools is far superior to the number of children reaching school age, indicating that some solid progress has been made towards applying regulations on compulsory education, as contemplated in the Constitution.

Data on *secondary* schools, teachers and pupils, show a generally optimistic picture. Any drops which are noted are mostly due, at least in relation to the number of schools and teachers, to fresh administrative structure and fluctuations in local situations. The situation is a little less satisfactory in the case of Agrarian Institutes (—1), Nautical Institutes (—3) and Lycées and Gymnasiums (—14). The

(1) See also: *Educational Level of the Population* — « Italian Affairs », Vol. VII, No. 3-4, pp. 2195-2199.

latter trend, on the other hand, corresponds to an urgent need in Italy to impose limits on classical forms of education and give greater priority to technical and scientific forms which will prepare students for a contemporary world which is essentially mechanical. Such a need does not seem to be understood by many families for, in the case of Lycées and Gymnasiums, although the number of institutes has dropped by 14, there has been a corresponding growth of 12,000 in the number of students. This has brought about serious overcrowding and a rise from the *average figure of 178 students per school* in 1953-54 to *197 students per school* in 1955-56, an obvious sign that Italy is still in favour of classical education.

Table I - ELEMENTARY AND SECONDARY SCHOOLS AND TEACHERS

TYPE OF SCHOOLS	1954-1955		1955-1956	
	No. Schools	No. Teachers	No. Schools	No. Teachers
Preparatory Schools	14,875	27,855	15,545	28,982
Elementary Schools	41,943	178,031	42,690	179,375
Secondary Schools	2,361	40,273	2,348	40,238
Vocational Training Schools	1,984	35,125	2,030	35,498
Technical Schools	407	4,688	405	4,794
Professional Institutes	69	4,272	84	4,371
<i>Total...</i>	2,460	44,085	2,519	44,663
Agrarian Institutes	51	843	50	838
Commercial and Building	317	9,715	325	10,525
Industrial Training	90	2,791	89	3,001
Nautical Institutes	24	681	24	724
Girls' Institutes	88	1,444	103	1,570
<i>Total...</i>	570	15,474	591	16,658
Lycées	735	11,863	725	12,826
Scientific Lycées	252	4,550	246	4,470
Teachers' Training Schools	527	10,289	517	10,293
<i>Total...</i>	1,514	26,702	1,488	27,589
Art Schools and Institutes	73	944	82	1,072
Academies and Art Lycées	18	458	17	460
Conservatories and Musical Institutes	47	1,171	49	1,205
<i>Total...</i>	138	2,573	148	2,737
<i>Preparatory and Elementary</i>	56,818	205,886	58,235	208,357
<i>Secondary</i>	7,043	129,107	7,094	131,885
<i>General total...</i>	63,861	334,993	65,329	340,242

A constant growth is to be noted in the number of qualified teachers (+ 9,500) and this is adequate to the rise in students (+ 112,000). School-student and teacher-student ratios have risen, on an average, from 203 to 213 and 11.4 to 11.5 respectively. These figures point to a slight overcrowding in schools of all types, but they also give some indication as to the amount the State is spending on each scholar.

Such calculations are not included in this present report, but the totals involved far exceed the small tax imposed in respect of each pupil.

Growth in the number of scholars is common to all types of secondary schools with the exception of Musical Institutes and Conservatories (—46 units over the two year period), but the proportions vary from school to school. Although the average increase in students may be

Table II — ELEMENTARY AND SECONDARY SCHOOL STUDENTS

TYPE OF SCHOOLS	1954-1955		1955-1956	
	Students		Students	
	MF	F	MF	F
Preparatory Schools	1,052,050	526,038	1,068,114	538,969
Elementary Schools	4,655,992	2,225,654	4,740,738	2,270,089
Secondary Schools	468,988	206,162	470,400	207,625
Vocational Training Schools	428,044	151,706	435,368	158,550
Technical Schools	43,438	13,830	45,733	15,157
Professional Institutes	19,071	4,272	22,241	4,371
<i>Total...</i>	490,553	169,808	503,342	178,078
Agrarian Institutes	8,550	5	8,836	10
Commercial and Building	128,818	27,795	145,955	32,745
Industrial Training Institutes	36,190	148	41,372	213
Nautical Institutes	6,998	3	7,471	7
Girls' Institutes	12,732	12,732	13,877	13,877
<i>Total...</i>	193,288	40,683	217,511	46,852
Lycées	138,000	47,963	142,451	49,857
Scientific Lycées	44,501	7,732	46,471	8,210
Teachers' Training Schools	107,472	90,374	108,161	92,042
<i>Total...</i>	289,973	146,069	297,083	150,109
Art Schools and Institutes	11,759	2,540	12,993	3,412
Academies and Art Lycées	3,699	2,013	3,861	2,135
Conservatories and Musical Institutes	6,152	2,726	6,245	2,789
<i>Total...</i>	21,610	7,279	23,099	8,336
<i>Preparatory and Elementary Schools</i>	<i>5,708,042</i>	<i>2,751,692</i>	<i>5,808,852</i>	<i>2,809,058</i>
<i>Secondary Schools</i>	<i>1,464,412</i>	<i>570,001</i>	<i>1,511,435</i>	<i>591,000</i>

estimated at 8 %, the rise in the number of pupils attending technical and girls' institutes is 27.94 %, students attending technical and professional schools have risen by 21.5 %; while those attending classical, scientific and teachers' training schools have increased by approximately 9 %. On the other hand, that increase is limited to 3.07 % for secondary schools and to 2.59 % for vocational training centres. Such data might correct, to some extent, the pessimistic statements already made about guiding students towards technical training, were it not for the fact that a considerable part of this mass of students is composed of elements who have failed examinations and are

therefore required to repeat much of the curriculum they have already been taught.

In the situation at the *universities*, the two year period 1954-55 and 1955-56 witnessed a rather preoccupying drop in students enrolling in the faculties of science (—10.77 %), medicine and surgery (—9.93 %) and letters (—17.06 %), the general percentage figure for the contraction being approximately 3.97 %. This has been compensated by a rise in undergraduates studying law and economic and social sciences (+ 9.5 %). In the case of certain faculties, the contraction is due to saturation of the professions because of an excessive number of earlier graduates (medicine, pharmacy, letters) or to normal causes, as in veterinary medicine, where gradual motorization is the cause. Further, agrarian reform and other factors have also brought their influence to bear.

The decrease noted in the number of students studying engineering has been partially compensated by an increase in those attending the faculty of architecture. On the other hand, the drop in those studying literature is hardly balanced by those students attending teachers' faculties in 1955-56, particularly after the threatening situation which came to the fore during the preceding year. It is also interesting to note that there is a constant thinning in those students registering with scientific, mathematical, physical and natural science faculties, in spite of the urgency of problems posed by technical requirements and modern industry and the needs of contemporary scientific research.

Finally, it is interesting to note that the percentage number of *girls* is very high in relation to boys. From the year 1953-54 to the year 1955-56, girls totalled 50.5 % of the pupils attending preparatory schools. Their composition rose from 47.5 % to 47.8 % in elementary schools and from 38.6 % to 39.1 % in secondary schools. The average now attending the latter schools has risen from 43.9 % to 44.1 %, vocational training schools and institutes from 34.4 % to 36.4 %, technical and professional training schools from 22.4 % to 23.2 %, scientific and classic lycées from 30.6 % to 30.7 %, pupil-teachers' institutes (where they enjoy an absolute majority) from 82.7 % to 86 % and, finally, art schools and institutes from 33.1 % to 36.1 %.

At universities there is a constant growth in the number of women undergraduates or, at least, a much smaller contraction than that noted in men undergraduates. Certain faculties have an absolute majority of women (Letters - 80 %, Teaching - 62 %, Oriental Studies - 60 %) while others show very strong proportions: Pharmacy - 50 %, Mathematics, Physical and Natural Sciences - 34 %, Political Science - 26 %, Economy and Commerce - 18 %, Law - 17 %, Architecture -

16 %, Statistical Sciences - 11 %. They do not appear to be attracted to Agrarian Science (2.18 %), Veterinary Science (0.4 %) or Engineering (0.3 %).

Organization and Development of Technical Training

The first definite ruling on technical training was contained in the Law of November 13, 1859, No. 3725, the work of Count Gabrio Casati, Minister for Public Instruction in the Cavour Government. It was one of several problems concerning various forms of education, and was rightly considered in the light of its importance to the industrial, commercial and agricultural future of the nation (1). According to the above law (still known as the *Casati Law*), technical training was to be given in two ways, embracing lower and senior courses, each of three years duration. Article 272 observed that technical education should be given those students who were anxious to consider careers in public services, industry, commerce, agriculture and specific cultural branches. The law also directed that the institutes concerned should be divided into sections, each of which to be responsible for a particular range of subjects (Art. 238). The number of sections in each institute and of the necessary teachers would depend on the economic conditions of each of the provinces concerned.

According to Article 275, the teaching curriculum was to include Italian Literature, History, Geography, English and German, Principles of Administrative and Commercial Law, Mathematics, Chemistry, Physics, Elementary Mechanics, Algebra, Plane and Solid Geometry, Trigonometry, Elementary Draftsmanship, Agronomy and Natural History. In this way, general and technical education were to be given at the same time and this is a principle which still exists today. At the time of the law, limited scientific development and less need for highly specialized elements meant that a sufficiently embracing education could be given in a few years, enabling the student to start, not so much an independent, professional career, as a lengthy employment under a much older man, or in a public or private office.

Scientific development and progress has introduced many modifications to the *Casati Law*. The original technical schools have been abolished and junior technical institutes have been founded in their place. Secondary and technical schools, offering five-year courses, have been opened and they also offer the student the possibility of carrying out a further year of study in the chosen branch (2).

(1) Information* from article by C.A. Cavalli in « *Annali della Pubblica Istruzione* », Yr. 3, No. 12, December 1957.

(2) See also: *Technical and Vocational Education* - « Italian Affairs », Vol. IV, No. 5, pp. 915-918.

When compared to the original model, today's technical schools and institutes have reached a high stage of development and now fulfill a role of primary importance. The original structure given them under the *Casati Law* has been drastically changed, and the general courses have been lengthened by two years. Scientific teaching has been developed, and the new requirements of technical advancement have been met, through the adoption of greater specialization. No changes have been made to the original idea of accompanying technical training with cultural education and such instruction as is generally necessary to the professions. Students obtaining diplomas at technical institutes must now know far more about government administration, have a sound knowledge of languages and be aware of the commercial practices in other countries. They must also have a good idea of statistics, markets, public relations, taxes, insurance, research and operational methods, transport, customs, modern systems of accounting and mechanization. Tourism and allied industries, as understood today, present entirely new problems. Agriculture is constantly assailed by scientific, economic and technical questions which are becoming more and more complicated. Sea transport is developing at such a rate that the nautical institutes are finding it difficult to keep pace, and methods of travel will soon be such that new sciences dealing with the atmosphere, stratosphere and the ocean beds will call for new specialists. Industry is ever demanding new specialists; new sciences are daily being born and technical methods are demanding highly skilled manpower. Today, the call is for men and women who know all about electronics, nuclear physics, automation, plastics, biochemistry and jet propulsion.

Traditional forms of training in commercial subjects are generally limited to administrative and mercantile instruction. However, a special institute has been opened at Biella to deal with industrial management, particularly in relation to the wool industry. Other institutes have started courses which deal almost entirely with foreign trade. Institutes which train surveyors, girls' technical schools, and those responsible for training ships' crews, do not have any highly specialized courses, generally speaking. On the other hand, agrarian institutes are becoming more and more technical as farming methods change and develop. Four of these institutes are chiefly concerned with vines and wine production (Alba, Catania, Conegliano and Marsala), two with production of olive oil (Caltagirone — and Pescia). Another institute at Cerignola specializes in mechanical farming methods, while Reggio Emilia has a school for courses in livestock, breeding and cheese production. Florence and Napoli Ponticelli are mainly concerned

with horticulture and fruit growing, while the Lecce Institute offers training in the growing, processing and preparation of tobacco. Another 26 offer general courses which depend greatly on the economy of the regions in which they are to be found. Some of the institutes offering special courses have extended their training periods to six years, although they still continue with the practice of giving general education at the same time as technical instruction. Schools dealing with industrial subjects are likely to increase within the very near future, although twenty two subjects are already covered. Mechanical trades seem to be most popular and are included in the training courses offered by 44 State institutes and 9 private schools. The next most popular trade appears to be that of electrician, with courses provided by 43 State institutes and 5 private institutes. Industrial chemists receive training at 16 State institutes and 2 private schools, while a further eight are responsible for instructing students in the art of preparing chemical dyes. There are two institutes for agricultural chemists, 4 for mineralogists, 16 for the building trades (plus 1 private institute), 10 for the textile trade (plus 1 private) and several centres giving technical instruction to those persons desirous of entering the silk, wool, cotton and artificial fibres trades. A further 9 institutes specialize in training radio mechanics (plus one private centre), 7 for aircraft designers, 2 for precision operators, 2 for metallurgists, 1 State and 1 private institute for marine engineers and 1 State and 2 private institutes for printers and engravers. Finally, courses in watch-making and repairing, optics, electronics, television, leatherwork, photography, paper manufacture, textile designers, etc., are at present being given at the same institute.

These institutes and schools are to be found in all the chief centres of Italy. Such distribution also helps to strengthen the economy of these single regions, for they prepare skilled labour and qualified technicians who are eventually absorbed by local industry, commercial, agricultural and other organizations dependent on local resources.

Finally, advanced and specialist courses for persons holding degrees in industrial and agrarian sciences are contemplated under a law dealing with technical training, No. 889 of June 15, 1931, and these are offered in certain limited sectors. These courses are similar to those organized by large industry which is interested in training new elements in specific types of production and management.

OTHER PUBLICATIONS

OF THE INFORMATION SERVICE OF THE PRESIDENCY OF THE COUNCIL OF MINISTERS – Rome

Periodical

Documenti di vita Italiana, a monthly review in Italian of Italian politics, economics and finance (Year IX).

Documents de la Vie Italienne, a two-monthly review in French of Italian politics, economics and finance (Year VII).

Hoy en Italia, a two-monthly review in Spanish of Italian politics, economics and finance (Year VIII).

Documenti – Berichte über das Leben in Italien, a two-monthly review in German of Italian politics, economics and finance (Year VII).

Vita Italiana, monthly posters in Italian of political documentation (at 56th issue).

Non periodical

The Service also edits series of volumes and pamphlets for distribution in Italy and abroad. The following volumes have been published, among others: « *Italie d'aujourd'hui* » (out of print) – « *Italy Today* » (out of print) – « *La Italia de hoy* » (out of print) – « *Italien von Heute* » (out of print) – « *Un decennio di vita italiana: 1946-1956* » – « *Un decennio de vida italiana* » – « *Ten Years of Italian Democracy: 1946-1956* » (out of print) – « *Dix ans de démocratie en Italie* » – « *Die Entwicklung Italiens im Letzten Jahrzehnt* ».

The following pamphlets were published only in Italian: « *Comunicati del Consiglio dei Ministri* » (Communiqués of the Council of Ministers), « *Elezioni amministrative* » (Local Elections), « *Discorsi del Presidente Gronchi negli Stati Uniti* » (Speeches of President Gronchi in the United States), « *La questione ungherese e il Canale di Suez* » (The Question of Hungary and the Suez Canal), various monographs, celebrations of special events, etc.

The Service distributes, on request, photographs documenting Italian life or plastic clichés, to Italian and foreign newspapers; it is also responsible for the production of film documentaries illustrating the development of Italian life. The documentaries produced — many of which have been dubbed in a number of languages and distributed abroad — total 150.

CHEMICAL FERTILIZERS

PROGRESSIVE USE OF ALL TYPES

Development in the use of chemical fertilizers and the consequent growing demands by farmers are the forerunners to a more rational agricultural policy, particularly in such a country as Italy which is poor in livestock. Many localities, deprived of sufficient means of communication, have long been tied to traditional methods of fertilization which are both inadequate and inefficacious. Increases in the yield of all crops are closely connected to the introduction of new and scientific procedures which duly consider the type of soil under cultivation and the crop that is to be grown.

An examination of recent data released by the Institute of Statistics reveals the quantities of *chemical fertilizers employed* during the period 1952-57, according to type and content. This, in itself, provides an ample picture of the progress which has been made.

Nitrogenized fertilizers (Table 1) and potassic fertilizers (Table 2) show strong increases at times (up to 200 %), particularly sulphate of

Table 1 - NITROGENIZED FERTILIZERS
(Thousands of quintals)

Y E A R	Sulphate of Ammonia	Cyanamide	Ammonium Nitrate (a)	Calcium Nitrate	Nitrate of Soda
1952-53	4,120	1,954	756	2,652	358
1953-54	4,682	2,052	1,164	3,071	483
1954-55	5,081	2,205	1,685	3,287	481
1955-56	4,941	2,222	1,493	3,519	459
1956-57	5,123	1,883	2,240	3,462	435

(a) MK (marked) 15/16 refer to 1952/53, 1953/54 and 1954/55 yrs. MK 20/31 refer to 1955/56 and 1956/57 agricultural Yrs.

ammonia, ammonium nitrate (marked 15/16), calcium nitrate (marked 13/14 shows a contraction) sodium nitrate, potassium sulphate and chloride and other potassic salts; there has been a drop in the consumption of potassic salines, while the demand for leucite oscillates

since its use is limited to Lazio, because of nearness to production centres, and Emilia-Romagna.

Calcium cyanamide, consumption of which was very marked during the period 1952-56, showed a strong contraction during the agricultural year 1956-57. Further, during the year in question, 8,403 quintals of calciurea were also distributed together with the nitrogenous fertilizers mentioned in Table 1.

Examination of *regional consumption* during the agricultural year 1956-57 shows that Campania employed the highest amount of ammonium sulphate (1,098 thousand quintals), followed by Lombardy (725,000 quintals) and, at some distance, Apulia and Sicily. Piedmont and Lombardy are the regions which consumed the largest quantities of ammonium nitrate (297,000 and 419,000 quintals respectively) and potassic salts. Calcium nitrate is mostly used in Lombardy and Emilia-Romagna (549,000 and 563,000 quintals respectively). Emilia

Table 2 - CONSUMPTION OF POTASSIC FERTILIZERS
(Thousands of quintals)

Y E A R	Chloride	Sulphate	Potassic Salines	Leucite	Others
1952-53	63	105	50	1	603
1953-54	84	139	52	3	583
1954-55	110	134	36	4	750
1955-56	114	151	27	3	806
1956-57	95	142	37	3	702

also makes abundant use of sodium nitrate (92,000 quintals), local farmers considering this the fertilizer most suited to the soil. Calcium cyanamide, which is an excellent, low-cost fertilizer but requires skill in handling, is used widely in those parts of Italy which are to the forefront in agrarian science. Four regions in the North (Piedmont, Lombardy, Veneto and Emilia-Romagna) and three in Central Italy (Tuscany, Marches and Lazio) alone absorb almost three quarters of the total quantity used.

Phosphate fertilizers (Table 3) have shown a contraction in mineral superphosphates. Italian farmers have shown a strong preference for products marked 18-20 and over (related to amount of available phosphorus pentoxide), while fertilizers marked 14-16, 15-17, 16-18 and 17-19 are becoming less popular. This, of course, is natural in a country such as Italy in which mountainous and hilly zones, often difficult to cultivate and presenting multiple communications difficulties, produce high transport rates levied on the less rich fertilizers.

Bonemeal and fertilizers having organic origins remained steady up to 1956, but some oscillations became apparent in 1956-57. These

are mainly used in the regions of Piedmont, Lombardy, Liguria, Emilia-Romagna, Tuscany, Abruzzi and Sicily, which accounted for 97 % of total consumption. Regular increases have been shown in the employment of *Thomas slag*, and sales tripled between 1952 and 1957. On the other hand, ground phosphates have dropped considerably, and Italian farmers have abandoned them almost completely.

Table 3 - CONSUMPTION OF PHOSPHATE FERTILIZERS
(Thousands of quintals)

Y E A R	Superphosphates		Slag	Ground Phosphates
	Mineral	Bonemeal & Others		
1952-53	16,214	534	486	113
1953-54	17,902	521	1,309	108
1954-55	18,341	555	1,535	87
1955-56	17,252	509	1,545	68
1956-57	15,703	451	1,423	43

Of all the Italian regions, Piedmont, Lombardy, Veneto, Emilia-Romagna, Marches and Sicily consume 60 % of the national total. The use of *Thomas slag* is very high in the regions of Emilia and Romagna.

Observation of the elements contained in Table 4, relating to distribution of mixed fertilizers, reveals that there is now considerable employment of phosphorus-nitrogenous types (quintupled over the past five years) and phosphorus-nitrogenous-potassic compounds. Use of the latter has increased by almost twenty-nine times the figure registered in 1952. Both of these mixed fertilizers are rapidly becoming more and more popular among farmers.

Table 4 - CONSUMPTION OF MIXED FERTILIZERS
(Thousands of quintals)

Y E A R	Phosphorus-Nitrogenous		Phosphorus-Potassic	Phosphorus-nitrogenous-potassic
	Super-Ammonia	Others		
1952-53	—	503	—	62
1953-54	—	545	—	110
1954-55	4	1,016	—	292
1955-56	404	1,522	19	1,066
1956-57	891	1,674	45	1,806

Phosphorus-nitrogenous fertilizers with high ammonia content and phosphorus-potassic types are only just beginning to be really well known. The former revealed consumption figures for 1956-57 which were double those registered for the preceding agricultural year.

Emilia-Romagna, Tuscany and Veneto are the regions in which the largest quantities of phosphorus-nitrogenous fertilizers are used, while Veneto, Emilia-Romagna and Piedmont head the list for phosphorus-nitrogenous-potassic fertilizers.

**Table 5 -- TOTAL QUANTITIES OF CHEMICAL FERTILIZERS EMPLOYED
THROUGHOUT THE PERIOD 1952-57**
(Thousands of quintals)

TYPE OF FERTILIZER	Agricultural Years				
	1952-53	1953-54	1954-55	1955-56	1956-57
Nitrogenous	9,841	11,859	12,739	12,633	13,143
Potassic.....	822	861	1,033	1,102	979
Phosphates	17,348	19,839	20,519	19,375	17,620
Phosphate-nitrogenous	503	545	1,020	1,926	2,565
Phosphate-potassic and phosphate-nitrogenous-potassic	62	110	292	1,085	1,851
<i>Total...</i>	<i>28,576</i>	<i>33,206</i>	<i>34,603</i>	<i>36,121</i>	<i>36,158</i>

Finally, Table 5 shows quantities of chemical fertilizers consumed over the period 1952-57. There has been a comforting increase in employment of almost all kinds and this is a symptom of the progress being made in technical farming.



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THE PAPER AND BOARD INDUSTRY

PRODUCTION, EXPORTS AND IMPORTS

The paper manufacturing industry showed considerable development in 1957, total production of all types of paper and board amounting to over 1 million tons, about 15 % higher than the figure registered for the previous year. Examination of the various branches of this industry shows that the most marked increases relate to board and special quality papers, wrapping paper and straw boards. Rises in the manufacture of newsprint, writing papers, low grade paper waste for packing and printing papers, over the same period, are less noticeable (1).

In relation to the immediate post-war period, the most marked increases are to be found in newsprint and various qualities of board. Writing and printing papers show a more modest overall rise. Production of celluloses has improved, to approximately 1 million quintals, this figure being 16 % higher than that registered for 1956. Importation of mechanical wood and cellulose has risen sharply, mostly due to the widening demand for paper products. On the other hand, the 1957 balance sheets for imports and exports in this sector are not particularly satisfactory. Imports of paper and board reached 89,000 tons, an increase of 73 % over 1956, while exports totalled only 28,000 tons, a drop of 14 % in relation to the previous year.

Distribution of newsprint is in the hands of the *Ente Nazionale per la Cellulosa e per la Carta* (National Board for Cellulose and Paper) which, in 1957, assigned 230,106 tons to newspapers and periodicals, against 209,362 tons in 1956 and 100,610 tons in 1951. This means that in something like seven years quotas have more than doubled. This is mainly due to bigger demands from the periodical press (40,142 tons - 39.9 % - in 1951) which absorbed 112,542 tons (48.9 %) in 1957. Of the 230,106 tons used in 1957, 212,307 tons were provided by the national industry and 17,799 tons through imports.

(1) See: *Ten Years of Progress in the Printing Industry* - « Italian Affairs », vol. V, No. 4, pp. 1291-1294, and also: *Printing and Publishing* - « Italian Affairs », Vol. VI, No. 1, pp. 1591-1594.

PAPER AND BOARD INDUSTRY IN 1938 AND 1950 TO 1957. PRODUCTION (in tons)

May-June 1959 (VIII-3)

Printing and Paper 14

YEAR	P u l p s			P a p e r a n d B o a r d					Total paper and board		
	Mech- anical	Semi- cellulose	Cellulose		P a p e r						
			for paper	for textile fibres	Newsprint	Writing and Printing	Wrapping	Packing		Straw	Other types
1938.....	144,639	—	40,604	600	75,000	155,492	56,381	74,834	—	—	478,867
1939.....	127,799	7,154	87,868	43,674	91,860	155,492	53,486	77,678	46,637	40,181	537,553
1940.....	140,868	9,184	109,417	53,512	104,572	164,350	53,411	77,678	62,312	38,168	572,028
1951.....	142,181	13,927	83,192	52,024	112,042	168,178	58,011	81,635	58,738	74,600	589,500
1952.....	148,041	15,212	81,882	36,182	116,161	200,445	54,877	108,391	62,103	39,152	667,146
1953.....	148,185	14,599	88,094	58,212	127,823	212,266	60,019	114,522	76,332	49,644	738,349
1954.....	170,402	24,354	93,485	64,254	143,562	223,103	60,950	139,280	81,496	61,170	815,269
1955.....	191,696	31,782	98,957	65,189	167,166	246,905	66,883	156,502	98,900	73,717	120,000
1956.....	204,995	34,310	112,460	66,777	181,164	268,054	80,194	166,083	113,656	95,573	156,402
1957.....											1,061,126

FOREIGN TRADE

YEAR	Q u a n t i t y (t o n s)					V a l u e (m i l l i o n s o f t i r e)				
	P u l p s			P a p e r and Board		P u l p s			P a p e r and Board	
	Mech- anical pulp	Cellulose		Total	Exports	Mech- anical pulp	Cellulose		Total	Exports
		for paper	for textile fibres				for paper	for textile fibres		
1938.....	4,208	118,735	145,429	264,164	11,340	2	135	255	390	50
1939.....	37,031	143,077	56,308	199,385	33,762	1,060	3,096	4,694	12,790	3,067
1940.....	15,501	139,588	74,981	214,501	23,740	917	24,330	15,102	39,432	15,621
1951.....	10,631	119,953	67,365	187,318	27,774	511	16,090	14,472	30,562	6,432
1952.....	17,439	175,395	60,843	236,238	56,015	708	12,415	7,568	19,983	3,031
1953.....	17,147	214,500	82,704	297,204	55,455	728	17,133	10,313	27,446	3,902
1954.....	15,454	241,322	74,088	315,410	57,288	782	19,847	9,561	29,408	5,426
1955.....	23,295	269,454	105,919	375,373	51,670	1,200	21,834	13,565	35,399	6,604
1956.....	37,053	292,370	109,895	402,255	83,746	1,864	23,958	14,109	38,067	12,741
1957.....										

THE SECOND SEGNI CABINET

Biographies of new Ministers

PRESIDENCY OF COUNCIL OF MINISTERS

Antonio Segni, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Prime Minister and Minister of the Interior.*

Born at Sassari on February 2, 1891, Antonio Segni obtained a law degree at the University of Sassari in 1913 and, in 1920, became a Lecturer at Perugia University where he taught until 1925. He later taught at the University of Cagliari (1925-30) and the University of Pavia (1931-32) and, from 1933 to 1953, lectured in commercial law at Sassari University, of which he was Rector from 1946 to 1951. In 1954, the Faculty of Law of Rome University invited him to lecture. The University of Piacenza awarded him an honorary degree in agrarian science in 1957 and, in July 1958, he was named national associate of the *Accademia dei Lincei*, Department of Moral, Historical and Philosophical Sciences. He is the author of several legal publications and treatises on agrarian problems and Editor of *Studi Sassaresi*.

Antonio Segni was a founder member of the Italian Peoples' Party and National Councillor from 1923 onwards. The following year, the party chose him as candidate for the constituency of Sassari. Elected Member of Parliament, he retired from public life during the Fascist period. Among the original organizers of the Christian Democrat Party in 1942, he headed the Sardinian section from 1943 onwards. Antonio Segni was also member of the Sardinian Regional Consultative Council, and one of the chief promoters of the Law of December 28, 1944, relative to the regional autonomy of the island. Elected to the Constituent Assembly in 1946, he was later returned to Parliament.

Mr. Segni's governmental responsibilities date back to 1944 when he was appointed Undersecretary of State for Agriculture and Forestry in the second Bonomi Cabinet. He held this office in the successive

Governments formed by Ministers Parri and De Gasperi until, in July 1946, he was appointed Minister of Agriculture and Forestry. An expert farmer, aware of all the technical problems involved, Antonio Segni's labours at this Ministry — up to July 1951 — proved to have a lasting effect. His name is closely tied to Agrarian Reform which was put into effect under the Law of May 15, 1950, No. 230, concerning agricultural settlement on the Sila Plateau and the Law of October 21, 1950, No. 841 (known as the *Stralcio Law*) which aimed at reducing landed estates and introducing a new policy of agricultural development and the strengthening of the smallholders in cooperation with specialised land agencies. This law affected areas in the Sila, Apulia, Lucania, Volturno, Garigliano, Sele, Maremma, Fucino, Po Delta and Sardinia. Other agricultural ventures approved by Minister Segni include the *Lodo De Gasperi* on share-cropping, a law to quicken application of regulations on land reclamation (1947), assistance to smallholders and the launching of special loans to farmers (1948). Minister Segni is also responsible for the choice of Rome as the head-quarters of the Food and Agriculture Organization of the United Nations (1949).

From January 1950 to July 1951, Antonio Segni supervised the Department of the High Commissioner for Food and, *ad interim*, the Ministry of Justice. He has also been Chairman of the Italian Committee to F.A.O.

Except for a brief interval, Antonio Segni was Minister for Public Instruction from July 1951 to January 1954 and, once again, gave practical examples of his technical ability and political sensitiveness. He is mainly responsible for the new regulations on careers for elementary teachers (1952). His recent appointments include Prime Minister from July 6, 1955 to May 18, 1957, and deputy Prime Minister and Minister of Defence in the IInd Fanfani Government, from July 1958 to January 1959.

MINISTERS WITHOUT PORTFOLIO

Giulio Pastore, Member of Parliament, member of the Christian Democrat Parliamentary Group. Minister without Portfolio, appointed by the Cabinet as Comptroller of the « Southern Italy Development Fund » and the underdeveloped areas of Central and Southern Italy.

Born at Genoa on August 17, 1902. A self-educated worker, he left the textile factory where he was employed in 1920 to take an active part in labour union activities under the guidance of Achille Grandi. Journalist and labour union organizer, Pastore has held several appointments in Catholic organizations.

During the underground period of the second World War, Giulio Pastore devoted a great deal of time and energy to the administration of the Christian Democrat Party and, with Buozzi and Grandi, drafted the Rome Pact of Labour Unity. Founder and first Secretary of the Italian Workers' Christian Action, he made a valuable contribution to its successful organization. He entered the General Confederation of Labour in 1947 as member of the Secretariat, where he remained until the democratic labour movement, which he prepared, broke away. As leader of the Christian trades union movement, he stated that the Pact of Labour Unity was no longer valid and went on to found the L.C.G.I.L. (1). When this movement joined the Italian Federation of Free Trades Unions in 1950, Giulio Pastore was elected Secretary during the first Congress at Naples in 1951. He took part in the constitution of the International Federation of Free Trades Unions (London, 1959), being appointed member of the Executive Council of this organization which has almost sixty million members throughout the world. Pastore has been a member of the I.L.O. (International Labour Office) in Geneva for more than four years.

He was elected to the Constituent Assembly; during the elections of 1948, 1953 and 1958, Giulio Pastore was returned to Parliament for the constituency of Turin. During the second Fanfani Government he was appointed Minister without Portfolio for Southern Italy.

Giuseppe Bettiol, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister without Portfolio for Parliamentary Liaison.*

Born at Cervignano del Friuli (Udine) on September 26, 1907. Giuseppe Bettiol holds a degree in law and lectures in Penal Law at Padua University. He also lectures in several foreign universities, including the Mogadishu Institute.

Member of the National Consultative Assembly, he was elected to the Constituent Assembly in 1946 for the constituency of Verona. Giuseppe Bettiol was returned to Parliament for the same constituency during the General Elections of 1948, acted as Chairman of the Standing Committee on Justice from 1949 to 1952, and was nominated leader of the Christian Democrat Parliamentary Group from 1950 to 1953.

His other offices include membership of the Italian delegation attending the Paris conference (expert on Julian affairs), Minister of Public Instruction during the VIIIth De Gasperi Cabinet. Re-elected in 1953, Bettiol became Chairman of the Foreign Affairs Committee, a deputy in the Council of Europe and deputy-leader of the W.E.U. Parliamentary Assembly.

(1) L.C.G.I.L. - *Libera Confederazione Generale Italiana del Lavoro* (Free Italian General Confederation of Labour).

Giuseppe Bettiol was again elected for the constituency of Verona during the General Elections of 1958, and has been Chairman of the Foreign Affairs Committee and a member of the Administrative Committee of the Christian Democrat Parliamentary Group.

Giorgio Bo. *Senator, member of the Christian Democrat Parliamentary Group, Minister without Portfolio for Administrative Reform.*

Giorgio Bo, was born at Sestri Levante (Genoa) on February 4, 1905. He obtained a degree in law in 1931, and subsequently lectured at the universities of Modena and Ferrara. In 1935, he gave lectures in Civil Law at the University of Genoa. From early youth, Giorgio Bo was active among the Catholic post-graduate movement and contributed many articles to the periodical *Studium*. He is also the author of various essays and treatises on private law, most of which have been published in leading Italian legal magazines.

As a member of the National Liberation Committee, representing the Christian Democrat Party, he played an active role in the resistance movement from September 8, 1943, onwards. From 1946 to 1948, Mr. Bo was a member of the National Council and Central Committee of the Christian Democrat Party, as well as Regional Secretary for Liguria.

In 1948, Giorgio Bo was elected to the Senate for the constituency of Genoa. As member of the Electoral Committee, he was also responsible for the introduction of several Bills to Parliament. Re-elected to the Senate in 1953, he was appointed deputy-speaker of the Senate, member of the Administrative Committee of the Christian Democrat Parliamentary Group and a member of the Standing Committee for Justice and Procedure, the latter appointment an office he also held previously.

Mr. Bo's other activities include membership of the Ligurian Academy of Science and Letters, membership of the European Cultural Society and membership of the *Vittorio Scialoja* Association.

Minister for State Participations in the Zoli Cabinet, he was re-elected in 1958 and became Minister for Industry and Commerce in the second Fanfani Government.

Umberto Tupini, *Senator, member of the Christian Democrat Parliamentary Group, Minister without Portfolio for Tourism and Sport.*

Born in Rome on May 27, 1889, Mr. Tupini is a lawyer by profession. When still very young, he played an active role in the Catholic Youth Movement and the Christian Social Movement, in Rome and in Lazio. From 1914 to 1920, he was a member of the Rome Council and, during the elections of 1919, was returned for the constituency of Macerata and Ascoli, representing the Peoples' Party. Re-elected in 1921 and 1924,

he withdrew from public life after heading the opposition to Fascism. From 1934, Umberto Tupini collaborated with anti-Fascist trends and, during the clandestine period, was one of the founders of the Christian Democrat Party.

Minister of Justice in the Ist and IInd Bonomi Government, Tupini became Minister of Public Works in the IVth De Gasperi Cabinet. After election to the Constituent Assembly in 1946, as member for Ancona, he was returned as Senator in 1948, on the basis of his having served in four different legislative periods as a deputy (25th, 26th, 27th and Constituent Assembly). He was successively nominated Chairman of the Standing Committee for the Affairs of the Presidency of the Council of Ministers and the Ministry of the Interior. Mr. Tupini was also elected as deputy Speaker of the Senate.

Following the General Elections of 1953, during which he was again elected to the Senate, Umberto Tupini became Minister without Portfolio for Administrative Reform in the governments led by Amintore Fanfani and Mario Scelba. In 1956, he was elected Councillor and then Mayor of Rome, but he resigned from the latter office because of incompatibility. During 1958, he was re-elected to the Senate for the constituency of Fermo.

He has contributed articles and essays to many periodicals and publications, including several of a technical and legal nature. They include *I problemi del Mezzogiorno* with a Preface by Luigi Sturzo.

MINISTRY OF FOREIGN AFFAIRS

Giuseppe Pella, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of State for Foreign Affairs.*

Born at Valdengo (Vercelli) on April 18, 1902, Giuseppe Pella holds a degree in Economy and Commerce, and is a Lecturer in Banking and Industrial Procedure. At a very young age, he entered the Catholic Action and was appointed to various administrative offices. In 1919, he founded a youth club for secondary school students, known as the *Giuseppe Toniolo Club* of Turin. He was the first president and this led to initial friendships with exponents of the Italian Peoples' Party. Continuing his studies of monetary and economic problems, he rapidly gained the confidence and esteem of Italian and foreign economists. From 1932 to 1939, he took part in all the international wool conferences (Amsterdam, Budapest, Rome, Berlin, Paris, London and Brussels), acting as representative for Italian wool circles.

In June 1946, Mr. Pella was elected to the Constituent Assembly for the constituency of Turin-Vercelli-Novara, and assumed the office of Secretary of the Parliamentary Committee for Finance and the

Treasury. In 1948, he was re-elected for the same constituency, a success which was repeated in 1953.

In October 1946, Giuseppe Pella was appointed Undersecretary of State for Finance, entering the IInd De Gasperi Cabinet and resigning from all those offices he had so far held. Confirmed in his appointment in the IIIrd De Gasperi Cabinet, he was nominated Minister on June 2, 1947.

Subsequent appointments included Minister of the Treasury (May 1948), ad interim Minister of the Budget, confirmed as Minister of the Budget in July 1951 and Minister of the Treasury in February 1952.

Mr. Pella was Prime Minister, Minister of the Budget and Minister of Foreign Affairs from August 17, 1953, to January 12, 1954. During his period of office as Minister of the Budget and Treasury, Mr. Pella also acted as Vice President of the C.I.R., Governor of the *International Monetary Fund* and representative of Italy at the O.E.E.C. At all the congresses, meetings and conferences which he has attended, Mr. Pella has unceasingly acted as spokesman in defence of Italian interests.

In November 1954, he was elected to the Common Assembly of the Coal and Steel Community, substituting Alcide De Gasperi, and he retained this office until the end of 1956. In May 1957, he was asked to join the Zoli Cabinet as deputy Prime Minister and Minister for Foreign Affairs.

Mr. Pella is president of the *Istituto Italiano per la Contabilità Nazionale*, chief editor of the magazine *Stato Sociale* which publishes articles on social, economic and financial matters. He is also the author of various publications, such as *Tre documenti della rinascita*, *Speranze e preoccupazioni di un Ministro del Bilancio*, *Tecnici dell'economia e progresso sociale* and *Gli sviluppi del processo di unificazione europea*.

Re-elected for the fourth time in May 1958, he was appointed Chairman of the Vth Standing Committee for the Budget and State Participations.

MINISTRY OF THE INTERIOR

Antonio Segni, (See biography - pp. 2635-2636).

MINISTRY OF JUSTICE

Guido Gonella, Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Justice.

Guido Gonella was born at Verona, on September 18, 1905. After taking a degree in jurisprudence and philosophy, he started life as a journalist, at the same time lecturing at Rome University. A member of the Catholic Action Group, he soon became editor of the periodical

Studium and the weekly paper *Azione Fucina*. He was nominated Assistant Professor of Philosophy at Rome University, and continued his law studies in Paris, London and Berlin. He later obtained a Professorship in the Philosophy of Law, and lectured on this subject at the Universities of Bari and Pavia. He became Secretary of the *Società Italiana di Filosofia del Diritto* (Italian Society of the Philosophy of Law) and of the *Sezione Giuridica della Società Italiana per il Progresso delle Scienze* (Juridical Section of the Italian Society for Scientific Progress), as well as an active member of the *Istituto Internazionale di Filosofia del Diritto e di Sociologia Giuridica* (International Institute of the Philosophy of Law and of Juridical Sociology). He also became editor of the periodical *Rivista Internazionale di Documentazione*, while acting, for ten years, as political editor of the Catholic daily, the *Osservatore Romano*, for which he ran the column *Acta Diurna*.

In 1939, Gonella was arrested for anti-Fascist activities, and deprived of his Professorship. Although a political suspect for several years, he managed to work actively with De Gasperi on the formation of the Christian Democrat Party. During the German occupation, he started the clandestine paper, *Il Popolo*, which he edited until 1946. He is a member of the *Commissione Unica per la tenuta degli Albi Professionali dei Giornalisti*. (Central Committee for the Maintenance of the Professional Rolls of Journalists).

A National Councillor, Gonella was responsible for drawing up the programme of the Christian Democrat Party at its first Congress. He is the author of various books of a juridical and social nature, some of which have been translated in other languages.

During the first Republican legislature, he was elected Member of the Constituent Assembly for the constituency of Perugia, and was Christian Democrat candidate for the zone comprising Verona, Vicenza, Padua and Rovigo. He was re-elected Member for the same constituency in the second legislature. From 1946 to 1951, Gonella acted as Minister of Education in the IIInd, IIIrd, IVth, Vth and VIth De Gasperi Cabinets, and as Minister of Justice in the VIIIth De Gasperi Cabinet. In 1955 he was nominated in the first Segni Cabinet, as Minister Without Portfolio for the Application of the Constitution and the Reform of Public Administration. In the Zoli Cabinet, he was Minister of Justice, which position he held also during the IIInd Fanfani Cabinet.

MINISTRY OF THE BUDGET

Ferdinando Tambroni, Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of the Budget.

Ferdinando Tambroni was born at Ascoli Piceno, on November 25, 1901. He became a lawyer, and an active member, from its earliest years, of the Popular Party, of which he was made Provincial Secretary for Ancona.

He was elected Member of the Constituent Assembly in 1946, and of the first Parliament of the Republic in 1948, and was re-elected in successive legislatures. Twice Member of the Administrative Council of the Christian Democrat Parliamentary Group, he was also elected Vice-chairman of the Committee for Public Works, and Member of the General Elections Committee. In the VIIth De Gasperi Cabinet, he was nominated Secretary for the Mercantile Marine, while in the VIIIth Cabinet he acted as Under Secretary for Justice; in the Pella Cabinet, he was elected Minister for the Mercantile Marine, which position he continued to hold in the successive Fanfani and Scelba Cabinets. An important accomplishment for which he was responsible as Minister for the Mercantile Marine was the drafting, discussion and approval of Law No. 522 on shipbuilding, which is of a ten-year duration.

In July, 1955, with the formation of the first Segni Cabinet, he was nominated Minister of the Interior, and confirmed in this position in the Zoli Cabinet, and in that headed by Fanfani after the general elections of last May.

MINISTRY OF THE TREASURY

Ferdinando Tambroni, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister (ad interim) of the Treasury* (see the above biography).

MINISTRY OF FINANCE

Paolo Emilio Taviani, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Finance.*

Paolo Emilio Taviani was born at Genoa, on November 6, 1912. He took a degree in jurisprudence, social science and philosophy. He obtained a Professorship at the University of Genoa, where he was Fellow of History and Economics. An Artillery Officer, he was awarded the *Croce di Guerra* and became an active partisan in the Resistance Movement.

A member of the Catholic Action group, he was elected, from 1931 to 1934, as President of the F.U.C.I. at Genoa, later becoming a

national administrator of this group, as well as of the Catholic Graduates group. In July, 1943, he was responsible for the fusion of the Christian Socialists with the ex-Popular Party in Genoa. On September 9, 1943, together with members of other parties, he founded at Genoa the C.L.N. for Liguria, of which he was an active member until the successful uprising at Genoa on April 23-25.

During the resistance period, he was Regional Secretary of the Christian Democrat group for Liguria, and later was elected candidate for this constituency. Elected Member of Parliament in the first Republican Cabinet, he was re-elected, for the same constituency, in 1953 and again in 1958.

Taviani became Secretary of the Christian Democrat Parliamentary Group in 1946, and was Deputy Secretary of the Party from 1946 to 1948, when he became Secretary, until April, 1950.

He participated actively in the Constituent Assembly prior to the Committee of «75», and later in the Plenary Assembly, in the compilation of Article III of the Constitution concerning economic and social relations. He was particularly responsible for the clauses relating to the recognition of private ownership, and on its social and fundamental function in agrarian reform.

He has been a member of the National Council of the Christian Democrat Party since 1950, and is editor of *Civitas*, a political periodical founded by Filippo Meda.

From June, 1950, Taviani headed an Italian Delegation in discussions for the implementation of the Schuman Plan, until its final approval in April, 1951. He later headed the Italian delegation at the E.D.C. (European Defence Community). He was Under Secretary for Foreign Affairs in the VIIth De Gasperi Cabinet and, from July 1951 to July 1953, he took part in the most important international meetings on a European and Atlantic level.

In the VIIIth De Gasperi Cabinet, Taviani became Minister for Foreign Trade, while in the Pella Cabinet he was Minister for Defence, a position he held uninterruptedly during the first Fanfani Cabinet, the Scelba Cabinet, the first Segni Cabinet, and that of Zoli. During his term of office as Secretary of the Christian Democrat Party, he was the closest collaborator of De Gasperi and Piccioni.

A fervid supporter of the Government's Atlantic policy, he became a notable figure for his wholehearted efforts towards European unity, which he foresaw as crowning an authentic and modern national policy. He is the author of several books on economy, of both a scientific and informative nature.

MINISTRY OF DEFENCE

Giulio Andreotti, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister for Defence.*

Giulio Andreotti was born in Rome, on January 14, 1919. He took a degree in jurisprudence and, while still very young, took up journalism in the field of Catholicism by editing the University publication *Azione Fucina*. In 1942 he was elected Chairman of the Central Committee of F.U.C.I. (Italian University Catholic Federation), which position he held until 1945, when he took up politics, in which he had previously been interested during the clandestine period as editor of *Il Popolo*.

A political journalist, and National Delegate of the Young Christian Democrat Group, he took part in the National Council. He was elected Member of the Constituent Assembly for the constituency of Lazio.

On April 18, 1948, he entered Parliament with exceptional votes, still for the constituency of Lazio, where he held second place (after De Gasperi) again in the 1953 elections.

He was Undersecretary to the Presidency of the Council, and Secretary to the Council of Ministers in the De Gasperi Cabinets, from June 1947 to July 1953, and in the Pella Cabinet, from August 1953 to January 1954. He became Minister for the Interior in the Fanfani Cabinet, in February, 1954.

Under the direct guidance of De Gasperi, Andreotti has been particularly responsible for the relations between the Government and Parliament, at the same time taking care of the fields of sport, theatre and cinema. He has discharged various responsibilities abroad, during past legislatures, in Europe, Egypt, and South America.

Andreotti is the author of various works of a historical, political and social nature, among which *Concerto a sei voci*, *Pranzo di magro per il Cardinale*, and *De Gasperi e il suo tempo* are to be mentioned. He is editor of the fortnightly periodical *Concretezza*, and writes articles for *Il Popolo* and other Christian Democrat dailies. In July, 1955, he was nominated Minister for Finance in the Segni Cabinet, which position he held in the successive Zoli Cabinet.

Andreotti was re-elected Member of Parliament for the constituency of Rome in 1958 and, in July of that year, he took over the portfolio of the Treasury in the second Fanfani Cabinet.

MINISTRY OF PUBLIC INSTRUCTION

Giuseppe Medici, *Member of the Senate, member of the Christian Democrat Parliamentary Group, Minister of Public Instruction.*

Giuseppe Medici was born at Sassuolo (Modena) on October 24, 1907. He took a degree in agrarian science and, after several years spent lecturing at the Universities of Milan and Bologna, he obtained a Professorship on Agrarian Economic and Political Science at the University of Perugia in 1933. He was later called to the University of Turin and, more recently, to the Agrarian Faculty of the University of Naples. His contributions to the study of agrarian economy and policy won him fame abroad, where he was called to solve important problems of land reclamation and colonization.

In the immediate post-war period, he formed part of the Italian Delegation for the Marshall Plan, and represented Italy at the VI, VII and IX International Conferences on Agrarian Economy.

In 1950, he was asked to constitute a public body for agrarian reform in the Maremma and Fucino areas, and he headed this organization during the first three years of its activity.

In 1948 and 1953, he was elected Member of Parliament for Modena and Reggio Emilia, and as such he was able to make a valid contribution to the agricultural problems of these regions. As President of the National Institute of Agrarian Economy he undertook two works of research fundamental to Italian agriculture: *La distribuzione della proprietà fondiaria in Italia*, and *I tipi di impresa nell'agricoltura italiana*. As President of the *Ente Maremma e Fucino*, furthermore, he instituted and encouraged the great work of agricultural reform which, through a more equitable distribution of land, should give a new aspect to Italian agriculture.

As Minister for Agriculture and Forestry, from January 1954 to July 1955, Medici has been instrumental in furthering productivity, particularly in the zones included under the Reform Bill. He was also responsible for introducing new rulings on irrigation, mechanised farming, farmers' and agricultural labourers' organizations, selection of livestock and cooperation. Medici is very much in favour of a firm policy on fraudulent products.

He was appointed Minister of the Treasury in the 1st Segni Cabinet, an office in which he was reconfirmed when Senator Zoli became Prime Minister. Re-elected in 1958, for the constituency of Castelnuovo de Monti-Sassuolo, he became Minister of the Budget in the second Fanfani Government.

MINISTRY OF PUBLIC WORKS

Giuseppe Togni, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Public Works.*

Born at Pontedera (Pisa) on December 5, 1903. He holds a degree in Political Science and lectures in labour law at Rome University.

A member of the Italian Peoples' Party from the time of its foundation, Giuseppe Togni was also a leader of the Catholic Action movement in Pisa and throughout Tuscany.

During the period of the Resistance, he was in Rome to represent the Christian Democrat Party and, to this end, held various political and labour appointments. Giuseppe Togni founded the *Federazione Nazionale dei Dirigenti di Aziende Industriali*, in 1944, as an independent labour organization and became its first president. In 1946, he was elected president of the *Confederazione Italiana dei Dirigenti di Azienda*, an association which he still leads. In 1951, he became president of the international body.

Signor Togni was appointed member of the Consultative Assembly in 1946, and, in the following year, elected to the Constituent Assembly for the constituency of Pisa.

He was Undersecretary to the Ministry of Labour in the IIIrd De Gasperi Cabinet, Minister for Industry and Commerce in the IVth De Gasperi Cabinet, Minister of State for Economic Affairs in the Vth De Gasperi Cabinet. It was during this latter period that he compiled a full report on industrial undertakings grouped under IRI.

In June 1948, Giuseppe Togni was appointed Chairman of the National Institute of Foreign Trade. In the VIth De Gasperi Cabinet, he was once again appointed Minister for Industry and Commerce and became Minister of Transport in the VIIIth De Gasperi Government.

Concerning himself with industrial questions, Signor Togni introduced the first laws on the industrialization of the southern regions and insular Italy in 1947. These were the initial steps towards a later policy which drew the attention of the nation towards the need for supporting development in the South. Representing Italy at the Coal and Steel Community since 1949, he also headed the Italian delegation which went to London to attend the European conference promoted by the Community.

During the 1st Segni Cabinet, Giuseppe Togni was appointed Minister for State Participations, and became Minister for Public Works in the successive Zoli Government. Re-elected to Parliament in 1958, for the Pisa constituency, he was again nominated Minister of Public Works in the 2nd. Fanfani Cabinet.

MINISTRY OF AGRICULTURE

Mariano Rumor, member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Agriculture.

Mariano Rumor was born at Vicenza on June 16, 1915. He took a classics degree and taught for several years, as well as interesting himself in publicity.

He took part in the Resistance Movement during the last war, and successively was active in the Provincial Committee of the Christian Democrat Party.

Councillor for the Comune of Vicenza, Provincial President of the ACLI, Provincial Deputy Secretary of the Christian Democrat Party, as well as national Deputy Secretary for the years 1950-51, Rumor also gave an address at the 3rd National Congress of the Christian Democrat Party at Venice, on the theme « Vital problems of Italian labour ».

He was elected Member of Parliament for the constituency of Verona, and re-elected again in 1948 for the constituency comprising Verona, Padua, Vicenza and Rovigo. He took part in the XIth Parliamentary Committee for « Labour and Social Security », and was Undersecretary for the Ministry of Agriculture in the VIIth De Gasperi Cabinet.

In 1953, Mariano Rumor was re-elected for the third time. In the VIIIth De Gasperi Cabinet he was nominated Undersecretary for Agriculture, in which position he was confirmed by the Pella Cabinet. He was a member of the IXth Parliamentary Committee for « Agriculture and Nutrition ». He was further nominated Undersecretary to the Presidency of the Council of Ministers in the first Fanfani Cabinet.

A member of the Parliamentary Committee for Foreign Affairs, Rumor has been since 1954 Deputy Secretary of the Christian Democrat Party. In 1958 he was re-elected Member of Parliament for the same constituency.

MINISTRY OF TRANSPORT

Armando Angelini, Member of the Senate, member of the Parliamentary Group of the Christian Democrat Party, Minister of Transport.

Armando Angelini was born at Lucca on December 31, 1891. He took a degree in law at the Pisa University in 1915, and became known for his activity in connection with Catholic Youth organizations. He was wounded in the First World War. He founded the provincial group of the Italian People's Party at Lucca, and in 1920 and 1921 acted as Provincial Secretary of the party. He was elected Member of Parliament in 1921.

During the Fascist Regime, Angelini retired to Massa Carrara, where he practised law.

Elected to the Constituent Assembly, for the constituency covering the Pisa, Lucca, Massa and Leghorn area, he became Member of Parliament during the first Republican legislature, for the same consti-

tuency, and was nominated Chairman of the VIIIth Permanent Parliamentary Committee for Transport, the Mercantile Marine, and Post and Telecommunications, being reconfirmed in this position after his re-election in 1953. Among the important legislation discussed and approved during the seven years Angelini spent as Chairman of the VIIIth Parliamentary Committee, that relative to the division and reorganization of the Mercantile Marine, to the extension of the telephone network to every Commune in Italy and, as far as transport is concerned, that covering the modernization and improvement of the railroad network, carried out by private enterprise, are to be remembered.

Minister of Transport in the Segni Cabinet of July, 1955, Angelini was reconfirmed in this nomination in the Zoli Cabinet. He was re-elected Senator in 1958 for the constituency of Viareggio, and nominated Minister of Transport in the IIInd Fanfani Cabinet.

MINISTRY OF POST AND TELECOMMUNICATIONS

Giuseppe Spataro, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister for Post and Telecommunications.*

Giuseppe Spataro was born at Vasto (Chieti) on June 12, 1897. He is a lawyer. At different times, he has been National Councillor of the Italian People's Party, political Deputy Secretary of the P.P.I., together with don Sturzo and, after the resignation of the latter, member with Giulio Rodinò and Giovanni Gronchi of the triumvirate which ran the Party. He was political Deputy Secretary together with De Gasperi in 1926. In the period 1942-43, he was among the most active promoters of the Christian Democrat Party.

Re-elected as Member of Parliament in 1948, 1953 and 1958, he was Undersecretary of the Presidency of the Council of Ministers in the Ist and IIInd Bonomi Cabinets, Undersecretary of the Interior in the Parri Cabinet and in the first De Gasperi Cabinet, Minister for Post and Telecommunications in the VIth and VIIth De Gasperi Cabinets, and Minister for Public Works in the VIIIth De Gasperi Cabinet.

Spataro was Chairman of the RAI (*Radiotelevisione Italiana*) from 1946 to 1950. He acted as national Deputy Secretary of the Christian Democrat Party, with De Gasperi, up to the time of the Naples Congress. He has always dedicated himself freely to the organization and activity of the Christian Democrat Party, in which he has held posts of a particularly delicate and important character.

In July, 1958, he was nominated Minister for the Mercantile Marine the second Fanfani Cabinet.

MINISTRY OF INDUSTRY AND TRADE

Emilio Colombo, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister for Industry and Trade.*

Emilio Colombo was born at Potenza, on April 11, 1920. He took a degree in jurisprudence at Rome University in 1941. An active member of the Catholic Action Group, he held important national positions, such as General Deputy President of Italian Youth of the Catholic Action Group.

He was elected Member of the Constituent Assembly in 1946, and was reconfirmed in 1948, as Member of the first Parliament of the Republic.

Colombo was nominated Undersecretary for Agriculture in the V and VI De Gasperi Cabinets, making a valid contribution to the formulation of legislation affecting Southern Italy, with particular reference to the question of agrarian reform and the 12-Year Plan for Southern Italy. He headed the study and formulation of legislation for reclamation of the « Sassi » land of Matera, one of the most characteristic social laws as yet in existence.

During 1952 and 1953, Colombo was a member of the Central Committee of the Christian Democrat Party.

Re-elected Member of Parliament in the second legislature, he was nominated, in the VIIIth De Gasperi Cabinet, Undersecretary for Public Works, in which he was successively confirmed by the Pella, Fanfani and Scelba Cabinets.

In the first Segni Cabinet he was nominated Minister for Agriculture and Forestry, in which he was confirmed in the Zoli Cabinet. He was re-elected Member of Parliament in 1958 for the constituency of Potenza, and was Minister for Foreign Trade in the second Fanfani Cabinet.

MINISTRY OF LABOUR AND SOCIAL SECURITY

Benigno Zaccagnini, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister for Labour and Social Security.*

Benigno Zaccagnini was born at Faenza (Ravenna) on April 17, 1912. He took a degree in medicine, specializing in pediatrics.

He became diocesan President of the Youth Movement of the Catholic Action Group, and is still an active member of this movement. During the Second World War, he saw action on the Balkan front as Medical Officer and, after September 8, 1943, he took part in the Resistance Movement, as a member of the VIIIth « Garibaldi » Partisan Brigade at Ravenna. He was President of the Committee of Lib-

eration at Ravenna, and Provincial Secretary of the Christian Democrat Party.

He was elected Member of Parliament for the constituency of Bologna in 1948, and became a Member of the Parliamentary Group of Smallholders. He was re-elected Member of Parliament in 1953 and 1958.

In 1954, Zaccagnini headed the Central Office for Labour Problems of the Christian Democrat Party, and was a member of the Central Committee and National Council of this party. He also became President of the Federation of Smallholders at Ravenna. He was nominated Undersecretary for Labour and Social Security in the second Fanfani Cabinet.

MINISTRY OF THE MERCANTILE MARINE

Angelo Raffaele Jervolino, *Senator, member of the Christian Democrat Parliamentary Group, Minister for the Mercantile Marine.*

Angelo Raffaele Jervolino was born at Naples, on September 2, 1890. He became a lawyer. His first public activity was with the Catholic Action Group, in which he held executive positions from 1908, frequently acting as Delegate at National and International Congresses. He was one of the first members of the Italian People's Party, in which he was militant until the time of its liquidation. He devoted much of his time to the Catholic Youth Movement, of which he was diocesan Chairman for Naples, National Councillor, and editor of the periodical *Gioventù*. Later he was called to the Central Office of the Catholic Youth Movement. During the period 1928 to 1934, during and after the Lateran Pact came into effect, his attitude towards the Fascist regime constrained him to seek refuge within the Vatican City.

He is a Fellow of the « Santa Chiara » *Istituto Superiore di Lettere e Scienze*, and Advocate of the *Sacra Romana Rota*. Among the first leaders of the Christian Democrat Party, after the Bari Congress, he represented the Party at the Executive Councils of the Committee of Liberation. Undersecretary for the Ministry of Public Instruction in the Badoglio Government at Salerno, after the Constitution of the Italian Republic he was Undersecretary to the Ministry of Transport, firstly in the Bonomi Cabinet, and later in the IInd, IIIrd and IVth De Gasperi Cabinets. National Consultant for Public Instruction, Jervolino was elected Member of the Constituent Assembly for the Naples-Caserta constituency, for which he was re-elected in 1948, as Member of Parliament. In the Vth De Gasperi Cabinet he was nominated Minister for Post and Telecommunications.

In his parliamentary activity, he has been responsible for drawing up 32 draft Bills, among which that covering the *Cassa per il Mezzogiorno* (Southern Italy Development Fund). He was also appointed Italian Ambassador Extraordinary to Brazil, and Chairman of the Inter-Parliamentary Committee for Agrarian Reform.

MINISTRY OF FOREIGN TRADE

Rinaldo Del Bo, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister for Foreign Trade.*

Rinaldo Del Bo was born in Milan, on November 19, 1916. He took a degree in jurisprudence and political science. He is a Fellow of the Philosophy of Law.

Del Bo was an active member of the Christian Democrat Party during the Resistance period, and later acted as Regional Secretary for Lombardy for the Catholic Youth Movement, as well as Deputy Secretary of the Section and Provincial Deputy Secretary for Milan.

He was elected National Councillor of the Christian Democrat Party in 1946, and again in 1953. In the latter year, he acted as First National Secretary for Press and Propaganda of the Christian Democrat Party, and as National Deputy Secretary of the Party.

Del Bo was elected Member of Parliament in the first legislature of the Republic, for the Milan-Pavia constituency. He was nominated Undersecretary for Labour and Social Security in the VIIth and VIIIth De Gasperi Cabinets, in which position he was confirmed in the Pella Cabinet.

Del Bo is editor of the periodical *Rassegna di politica e di storia*, and is also the author of several philosophical and literary works.

He was appointed Undersecretary for Foreign Affairs in the first Segni Cabinet, and in the successive Zoli Cabinet he was nominated Minister without Portfolio in charge of liason between the Government and Parliament.

MINISTRY OF STATE PARTICIPATIONS

Mario Ferrari Aggradi, *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister for State Participations.*

Mario Ferrari Aggradi was born at La Maddalena (Sassari), on March 13, 1916, and holds a degree in jurisprudence. A student of economic problems, he has published various works, among which *I cicli economici e la finanza italiana dal 1923 al 1938*.

Dedicating himself to teaching, Aggradi was appointed assistant Professor, until 1939, in the faculty of political science at Rome University.

During the war, he was an active member of the clandestine movement, and participated in the National Liberation Committee, and the fight for freedom. In December, 1944, he was appointed member of the Central Economic Committee of the C.L.N.A.I., and in 1945 was nominated Deputy Chairman of the Industrial Committee for Northern Italy; successively, he held the position of Vice President of the RAI (*Radiotelevisione Italiana*), Advisor to IMI, FINMECCANICA and ICLE. He also served as Deputy Chairman of I.R.I., carrying out various works of inspection for this organization; later he headed the Milan Office of the same organization. Since August, 1946, he has acted as General Secretary of C.I.R. (inter-Ministerial Committee for Reconstruction).

Aggradi has also held important positions as Italian Representative in numerous international organizations, such as the OEEC, NATO and the European Coal and Steel Community. He is a member of the National Council of the Christian Democrat Party.

Elected Member of Parliament in 1953, he was appointed Under-secretary for the Budget in the first Segni Cabinet and the Zoli Cabinet. Re-elected Member of Parliament in 1958, for the constituency of Venice, he was nominated Minister for Agriculture in the second Fanfani Cabinet.

MINISTRY OF HEALTH

Camillo Giardina, Senator, member of the Christian Democrat Parliamentary Group, Minister of Health.

Born at Pavia, on March 29, 1907, Camillo Giardina took a degree in jurisprudence, becoming Fellow in History and Italian Law at the Universities of Urbino, Messina and Palermo, from 1931 to 1937, and Professor of this faculty at the Universities of Messina (1937-40) and Palermo (1940 to the present time). He acted as Provincial Commissary for the Christian Democrat Party in 1946, and Provincial Secretary from January 1947 to March, 1948.

Elected Senator for the Termini-Cefalù (Palermo) constituency in 1948, he was re-elected in 1953. He is Member of the VIth Permanent Legislative Committee (Public Instruction and Fine Arts), and the Special Committee for the ratification of legislative decrees. He is also Member of the IIInd Permanent Legislative Committee (Justice, Authorization and Procedure), as assistant to Senator Zoli, Minister for the Budget; Member of the Standing Committee on Procedure,

1954; he has acted as Representative of the Senate at the Consultative Assembly of the European Council, in which position he participated in the work of various special Committees at Strasburg, Paris, Berlin and Istanbul. He has been responsible for drafting considerable legislation, and has twice drawn up the Budget estimates for Public Instruction.

Giardina is a Member of the Accademy of Science, Literature and Arts, at Palermo, of which he is, at present, also President; he is also Deputy-Chairman and Member of the Sicilian Society of Patriotic History, as well as being a corresponding Member of the Society of Patriotic History for the Province of Naples, and honorary Member for the Province of Apulia. He is also on the Executive Committee of the periodical *Rivista di Storia del Diritto Italiano*, as well as being the author of several works of a juridico-historical nature.

Giardina was appointed Undersecretary for Foreign Trade in the Zoli Cabinet. He was elected Senator in 1958, for the same constituency, and was nominated Minister without Portfolio for the Administrative Reform in the second Fanfani Cabinet.



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Political Calendar

MARCH 1959

3. - The Italian Senate opens a debate on the Government programme at Palazzo Madama.

6. - The Senate debate on the Government programme concludes at Palazzo Madama. A vote of confidence is approved by 143 votes to 97.

7. - The Italian Prime Minister, Antonio Segni, and the Minister for Foreign Affairs, Giuseppe Pella, receive a visit from Pietro Malvestiti, vice-Chairman of the Executive Committee of the European Economic Community. During ensuing talks, problems concerning the Common Market and the Free Trade Area are discussed.

Pietro Malvestiti is later received by the President of the Republic, Giovanni Gronchi.

The Prime Minister receives a courtesy visit from the German Ambassador, Herr Klaiber. During the course of cordial talks, problems of common interest to both countries are examined. Later, the Prime Minister has talks with the Hon. Lucifero, Chairman of the Agricultural Committee of the Council of Europe, who is about to leave for Paris where he will preside over a meeting of European agricultural experts.

The Minister for Foreign Affairs, Mr. Giuseppe Pella, receives visits from the Ambassadors of Germany and France who inform him of the content of recent talks between Chancellor Adenauer and General De Gaulle in Paris.

The Minister of Labour, continuing with plans for re-afforestation and re-

employment centres, to be completed during the 1958-59 financial year, authorizes the opening of a further 724 re-employment centres which will absorb 18,000 workers and provide a total of 458,000 working days.

8. - The Prime Minister, Antonio Segni, together with the Minister for Industry and the Minister for the Southern Italy Development Fund, visits Brindisi for the laying of the foundation stone of the new petro-chemical plant belonging to the Montecatini Group. This plant, which will be one of the largest in Europe, will cover an area of 500 hectares (1h. = 2. acres) and will provide employment for 2,500 persons. A further 1,500 persons will be employed in allied activities.

9. - The Minister for Foreign Affairs receives a visit from the British Ambassador in Rome, Sir Ashley Clarke.

10. - The President of the Republic, Giovanni Gronchi, is visited by the Prime Minister, Antonio Segni, and the Minister for Foreign Affairs, Giuseppe Pella.

The Inter-ministerial Committee of Coordination for the European Common Market meets at Palazzo Chigi under the chairmanship of the Minister for Foreign Affairs. Also present are the Minister for Foreign Commerce, Del Bo, the Undersecretaries of State for Foreign Affairs and the Budget, Folchi, and De Luca, representatives of the Labour unions and industrial circles. The meeting is devoted to a careful examination

of the way in which the clauses of the Rome Treaty are being applied, with particularly reference to tariff reductions and increases in allowances. Delegates also discuss the Memorandum presented by the Committee of the European Economic Community dealing with association between E.C.M. member states and the other eleven nations of the O.E.E.C.

11. - Members of the Permanent Committees for Home and Foreign Affairs, the Budget and Public Health of the Chamber of Deputies vote for new Chairmen to substitute those who held office in the previous Cabinet. Successful candidates are Stefano Riccio, Mario Scelba, Rodolfo Vicentini and Mario Cotellessa.

12. - During the course of today's meeting of the Cabinet, Ministers agree upon the action which Italy will undertake in world affairs.

The Prime Minister and the Minister for Foreign Affairs give an exhaustive report on the world situation, calling attention to the invitations received from Great Britain, France and Germany. The Cabinet expresses its satisfaction over such invitations and approves the reports of the Prime Minister and the Minister for Foreign Affairs. Members also approve the proposals illustrated by Foreign Minister, Giuseppe Pella, to be included on the agenda for the forthcoming meeting of the Foreign Ministers of the six member states of the European Economic Community, to be held in Brussels.

The Cabinet also examines and approves the following:

A Bill on administration of subsidised shipping companies of national importance and interest;

Promotion of General Giovanni Buonamico;

Appointment of new chiefs of Staff for Defence and Army - General Aldo Rossi and General Bruno Lucini.

13. - The Foreign Minister, Mr. Giuseppe Pella receives a visit from M. Gaston Palewski, who is leaving for France, with whom he discusses some particulars pertaining to the forthcoming Paris talks.

14. - The Foreign Minister leaves Ciampino Airport for Brussels to take part in the meeting between Ministers of the European Economic Community.

The Minister of Transport, Armando Angelini, accompanied by Undersecretary Augusto Cesare Fanelli and the Director General of the State Railways, is present at the official inauguration of a new radio system which will come into service on the new ETR. 200 express trains.

A Brazilian economic and financial team arrives in Rome from Rio de Janeiro. Members will meet Italian experts to examine the application of the economic agreements which were signed during President Gronchi's visit to Brazil.

16. - Following an invitation from the British Government, the Italian Foreign Minister, Mr. Giuseppe Pella, arrives in London for talks with the British Prime Minister, Mr. Harold Mac Millan, and the Foreign Secretary, Mr. Selwyn Lloyd. Discussions are generally expected to centre round the possibility of reaching an agreement with the European political community.

18. - The Prime Minister, Mr. Antonio Segni, on his arrival at Paris airport, is met by the French Prime Minister, Debré, the Minister for Foreign Affairs, Couve de Murville and other French statesmen. The Italian Foreign Minister is also present following his arrival from London as well as representatives of the Italian colony in the French capital.

Mr. Segni and Mr. Pella later meet General Nordstat at the headquarters of the Italian Permanent Committee to N.A.T.O.

The Minister for Agriculture and Forestry, Mariano Rumor, arrives in Paris to take part in the meeting between the Ministers of Agriculture of the six member states of the E.E.C.

A Parliamentary Delegation from the Republic of Argentina arrives in Rome. It is headed by the Speaker of the Chamber of Deputies, Prof. Federico Fernandez de Manjardin, the Chairman of the Committee for Banking and Finance, Maria Teresa Munoz De Leceaga and Pablo Calabrese. The delegation will be guests

of the Italian Group of the Inter-parliamentary Union.

19. — The Prime Minister, Mr. Antonio Segni, and the Minister for Foreign Affairs, Mr. Giuseppe Pella, meet the French premier, Debré and the French Foreign Minister, Couve de Murville at Palace Matignon. The ensuing talks are mainly concerned with an exchange of views on the international situation, the German question and East-West relations.

20. — The Italian Prime Minister continues his talks in Paris, meeting the French President, General Charles De Gaulle at the Elisée.

The Foreign Ministers of France and Italy are also present.

The talks conclude with general agreement on the Berlin question and relations with the Soviet Union.

The Italian Prime Minister and the Italian Minister for Foreign Affairs reach Wahn airport where they are welcomed by Chancellor Adenauer, German political leaders and Italian representatives.

21. — The Prime Minister, Mr. Segni and the Foreign Minister, Mr. Pella, officially open Italo-German talks at Bonn. They meet the German Chancellor and the Undersecretary to the Ministry for Foreign Affairs at Schaumberg Palace. Also present are the Italian Ambassador in Bonn, Quaroni, and the German Ambassador in Rome, Kleiber. The talks conclude with full agreement on all points discussed.

Later in the day, Mr. Segni and Mr. Pella, together with Ambassadors Quaroni and Kleiber, visit the President of the German Federal Republic, Herr Theodor Heuss.

Following the visit by the Italian Defence Minister, Giulio Andreotti, on March 20, the Somali Minister for Economy, Hagi Farah Ali Omar, meets the Italian Minister of Finance, Taviani.

The talks, devoted to certain questions relative to economic cooperation between Somaliland and Italy, are held in the presence of the Undersecretary for Foreign Affairs, Folchi.

22. — The President of the Italian Republic, Giovanni Gronchi, inaugu-

rates some public works at Garfagnana. Accompanied by the Minister of Defence, Andreotti, and the Minister for Public Works, Giuseppe Togni, he later visits Leghorn to preside over the opening of the academic year at the *Istituto di Guerra Marittima* annexed to the Naval Academy and celebrations in connection with the 50th anniversary of the school.

24. — The President of the Republic receives a full report on the world political situation from the Foreign Minister. President Gronchi later receives a visit from the Prime Minister, Mr. Segni, who informs him of the talks which have taken place during the past few days with representatives of the Paris and Bonn Governments.

25. — The Minister of the Budget and the Treasury informs the Chamber of Deputies and the Senate of the general economic situation in Italy during 1958. The Minister reports that national revenue rose by 4.1 % during the year in question, while there were increases registered in investments, wages and salaries and consumer goods.

26. — During today's meeting of the Cabinet, Ministers approve the following:

a draft Bill on the creation of a Ministry for Entertainment, Sport and Tourism;

a draft Bill which authorizes an increase in the subsidies to the Institute for Industrial Reconstruction and certain modifications to the agency's Statute; a new salary scale for magistrates and judges;

raising of Italian legations in Colombo (Ceylon) and Accra (Ghana) to the status of embassies.

27. — Meeting again today, the Italian Cabinet approves the recent visits made by the Prime Minister and the Minister for Foreign Affairs to Bonn, London and Paris. Members listen attentively to the report which the Foreign Minister, Mr. Pella, reads out during the meeting.

Ministers then make a careful examination of the world situation, particularly in view of the forthcoming meeting of Foreign Ministers of N.A.T.O. member states, to be held in Washington.

APRIL 1959

1. - The Italian Cabinet approves a Bill introduced by the Minister of Justice, Gonella, which deals with Presidential powers of amnesty and indult.

The Bill relates to all political and press offences committed between September 8, 1943, and June 1946, and those committed after the latter date if punishable with a maximum of four years imprisonment. The Bill also covers certain offences punishable with a maximum of three years imprisonment.

The Cabinet also approves a series of other Bills including new legislation, which foresees the drafting of a special « mining code » on security measures in the mines.

3. - The President of the Republic, Giovanni Gronchi, accompanied by the vice-President of Euratom and various representatives, pays an official visit to the laboratories of the National Committee for Nuclear Research at Frascati. The laboratories contain the world's most powerful synchrotron, planned and built by Italian scientists and technicians.

4. - President Giovanni Gronchi is present at ceremonies held in Rome Town Hall to mark the tenth anniversary of the foundation of the N.A.T.O. These ceremonies are also attended by the Prime Minister, Antonio Segni, various Italian authorities, the dean of the Diplomatic Corps of N.A.T.O. member states and ambassadors of the 15 N.A.T.O. nations.

The Prime Minister receives an official visit at the Viminal from Admiral Sir Alexander Bingley, Commander in Chief of the Mediterranean Fleet.

7. - President Giovanni Gronchi receives a visit from the Editor of the London « Times », Sir. William J. Haley.

The Minister for Foreign Affairs, Giuseppe Pella, returns to Rome with members of the delegation which accompanied him to the United States for a meeting of the Atlantic Council. During the course of the day, he meets the Prime

Minister to whom he makes a report on his talks in Washington.

8. - President Giovanni Gronchi receives a visit from the former French President, Vincent Auriol, now President of the World Veterans Association, which is to hold its General Assembly in Rome within the next few days.

In a lengthy meeting today, the Italian Cabinet approves the following:

a Bill authorizing expenditure of a further 225 milliard lire for widening and completing highways;

a Bill on the ratification and execution of the trade and navigation agreement between the Republic of Italy and the Federal Republic of Yugoslavia;

a Bill containing special clauses governing purchase of building lots for low price housing.

9. - During today's meeting at the Viminal, the Cabinet unanimously approves the report read by the Foreign Minister, Giuseppe Pella, on his recent visit to Washington.

12. - The President of the Republic opens the XXXVII Milan Fair in the presence of representatives of the Government, members of the diplomatic corps and industrial delegates, etc.

13. - Paying an official visit to Ispra (Varese), President Gronchi opens an Italian Nuclear Research Centre, and inaugurates the first reactor to be installed in Italy. Known as « Ispra 1 », this reactor will be used for research purposes.

The Minister of Public Works approves a plan which foresees nationalization of 17,832.845 kilometres of provincial roads. This plan has been introduced for the purpose of improving roads in Italy and making them suitable to the requirements of modern traffic.

14. - The Foreign Minister of Turkey, Fatim Rustu Zorlu, on an official visit to Rome, meets the Italian Foreign Minister at Palazzo Chigi to conclude talks which opened yesterday. These talks

concern the international situation and economic questions of interest to Turkey and Italy. Several agreements are drawn up covering trade relations between the two nations.

15. - President Giovanni Gronchi receives a visit from the Prime Minister and Minister for the Interior, Antonio Segni, at the Quirinal.

The Standing Committee for Public Works and Transport of the Italian Chamber of Deputies approves the new Highway Code. Voting results in 53 in favour, 1 against and 19 abstentions.

Meeting at Palazzo Madama today, the Italian Cabinet examines a proposal, advanced by the Minister of the Treasury, concerning State guarantees on payment of capital and interest, in relation to loans which the Southern Italy Development Fund is likely to receive from the World Bank and the European Investments Bank, for industrial and technical development in the southern regions. The deputy Prime Minister and Minister for Industry of the Irish Republic, Sean Lemass, pays an official visit to the Italian Minister for Foreign Affairs, Giuseppe Pella.

The Government of Italy and the Government of South Korea, in consideration of the relations between the two states, have decided to raise their respective representatives in Rome and Seoul to the rank of Ambassador.

16. - Senate discussions of the foreign policy of the Segni Government conclude with a favourable vote.

17. - The President of the Republic attends the final session of the 8th General Assembly of the Executive Committee of the World Federation of Veterans, held at the Palace of Congresses at Rome's Fair Ground. The President of the Federation, Van Lanschat, proposes the Italian President as an honourary member.

18. - During a meeting at the Viminal today, the Cabinet approves a Bill on wage and salary increases for Civil Servants, and authorizes new appropriations

to cover the additional burden of expenditure.

19. - The Italian Foreign Minister, Giuseppe Pella, leaves Rome for Strasbourg to take part in the meeting of the Committee of Ministers and the Consultative Assembly of the Council of Europe. Celebrations to mark the tenth anniversary of the Council are also to be held.

21. - Elizabeth, the Queen Mother, and Princess Margaret Rose arrive in Rome on a private visit. They are guests of honour at a reception offered in their honour by President Giovanni Gronchi.

22. - The President of the Republic opens the new offices of the Institute for Agrarian Development. The ceremony is also attended by the Prime Minister, Antonio Segni.

24. - President Giovanni Gronchi opens the 23rd World Exposition and Market Fair of Artisan Trades at Florence. The President also attends a special ceremony at Palazzo Vecchio and then visits several of the pavilions at the fair.

The Italian Prime Minister, Antonio Segni, meets the German Chancellor, Konrad Adenauer, at Cadenabbio, on Lake Como. During the talks which follow, both statesmen confirm the friendly relations existing between France and Germany.

25. - Italy celebrates the 14th anniversary of the cessation of the second World War.

27. - The Prime Minister visits Florence to be present at celebrations marking the Centenary of the Tuscan Revolution.

During today's meeting at the Viminal, the Italian Cabinet approves the appointment of Pietro Campilli as President of the National Council for Economy and Labour, to replace Meuccio Ruini who has resigned. Ministers also approve several Bills, some of them dealing with industrial and agricultural development in the southern regions.

The Cabinet also listens to a report from the Prime Minister on his talks

with Chancellor Adenauer and on the world situation. Members approve the Government's action in relation to forthcoming talks between East and West.

The Italian Minister for Foreign Affairs, Giuseppe Pella, receives the United States Ambassador, Mr. James D. Zeller-

bach, and the British Ambassador, Sir Ashley Clarke.

30. - The Chamber of Deputies approves « ergo omnes » clauses to be inserted in collective labour agreements stipulated to date.

MAY 1959

1. - Presiding over ceremonies marking world Labour Day, the President of the Republic, Giovanni Gronchi, attends *Palazzo della Civiltà e del Lavoro* to distribute merit awards (« Stelle al merito del lavoro »). These awards are made to workers who have completed a minimum of twenty-five years service with one employer.

2. - The new Japanese Ambassador, Tadaatsu Suzuki, arrives in Rome.

5. - President Giovanni Gronchi attends a special ceremony during which he receives the decoration of the Supreme Order of Christ awarded him by Pope John XXIII. The Apostolic Nuncio to Italy, Mgr. Carlo Grano, represents the Pope.

The Italian Prime Minister, Signor Antonio Segni, also attends the ceremony which is held in the Cappella dell'Annunziata at the Quirinal.

6. - President Gronchi makes an official visit to Pope John XXIII in the Vatican City.

8. - The tenth anniversary of the foundation of the Council of Europe is celebrated in the Rome Town Hall. The guests include leading Italians and members of the foreign colonies resident in Rome.

9. - The President of the Republic receives an official visit from the Italian Minister for Foreign Affairs, Signor Giuseppe Pella. He also has talks with the Prime Minister relative to problems connected with the Geneva conference and the questions which the Foreign Min-

ister will discuss during forthcoming talks with the United States Secretary of State, Mr. Herter, and foreign ministers of the western powers.

10. - President Giovanni Gronchi attends the opening performance at « La Pergola » Theatre, Florence, inaugurating the Florentine Musical May Festival.

11. - Judges of the German Federal Court, accompanied by the President of the West German Constitutional Court, visit the Italian Constitutional Court.

12. - The President of the Republic receives the Prime Minister at the Quirinal. President Gronchi also has talks with the Foreign Minister, Signor Giuseppe Pella, who reports on his talks with political leaders of the western powers at Geneva.

13. - President Gronchi gives an official banquet in honour of the President of the Republic of Indonesia, Ahmed Sukarno, who arrived in Rome yesterday.

14. - The Italian Cabinet meets at the Viminal to hear a report by the Minister for Foreign Affairs on the world situation and the results of recent talks at Geneva.

15. - With 352 votes in favour, and 18 against, the Italian Chamber of Deputies approves a Bill which empowers the President of the Republic to approve amnesties and indults for offences committed up to October 23, 1958.

The Senate passes the first budget estimates for the Ministry of Public Health recently created under a special law.

Tourist Calendar

JUNE, 1959

ART AND CULTURE

Rome: 6th International Exhibition of Electronics, Nuclear Energy, Radio, Television and Films. This is the only exhibition of its kind in Italy. It is held in the buildings of the E.U.R. exhibition zone.

EXHIBITIONS AND FAIRS

Genoa: 17th National Ceramics Contest and International Ceramics Exhibition (until the end of July).

Padua: 37th International Samples Fair of Padua (until June 14).

Palermo: 14th International Mediterranean Samples Fair (until June 10).

Rome: 7th National Samples Fair.

Trieste: 11th International Samples Fair of Trieste; it includes the interesting International Coffee Exhibition and International Wood Exhibition (from June 21 to July 5).

RELIGIOUS FESTIVALS

Assisi (Perugia): Feast of the Vow. A historical and religious event in memory of a miracle performed by Santa Chiara in 1241.

Naples: Feast of the «Gigli» (lilies). Eight gigantic models, varying

in height between 82-98 ft. (25-30 mts), and each weighing about 50 cwts. covered with paintings and each furnished with niches containing statues of Saints, move in procession through the streets of Nola (June 21).

Padua: Feast of St. Antonio – Fair of the Saint. A popular festival which includes a procession and religious festivities, in Prato della Valle (June 14).

FOLKLORE

Florence: Football match in local old costume, in Piazza della Signoria. In commemoration of the historic match played, on February 17, 1530, in defiance of the troops of Charles V who had the city under siege. A procession in historical costumes takes place before the match.

Genoa: Palio of the Ancient Maritime Republics. A rowing event, preceded by a procession in historical costume, representing the four Ancient Maritime Republics of Amalfi, Genoa, Pisa and Venice.

Isola Comacina (Como): The Feast of St. Giovanni, with an evening procession of illuminated boats.

Pavia: Palio of the Goose and Festival on the River Ticino. This is a tournament of skill which originated in the Middle Ages and has

been revived in its original form (June 28-29).

Pisa: Bridge Game. An evocation of a Game that took place in the 13th century, in which about 800 persons in costume take part (June 7).
Illuminations of San Ranieri. The river banks are illuminated with small wax lamps (June 16).
Regatta of San Ranieri. A historical regatta in costume between representatives of the four quarters of the city (June 17).

Salsomaggiore Terme (Parma): 10th Parade and Festival of Flowers.

Terni: Festival of the Waters. Illuminations and firework display at the Marmore Waterfalls and on Lake Piediluco (June 28).

Torre del Greco (Naples): Festival of the «Four Altars». A popular and religious festival in commemoration of the freeing of the city from medieval vassalage.

Ventimiglia (Imperia): 21st Battle of Flowers. A symbolic battle, in which flowers are the weapons.

MUSIC, THEATRE AND CINEMA

Benevento: Performances of classical plays in the Roman Theatre.

Florence: 22nd Florentine May Music Festival (Continued from May).

Milan: Opera Season at the «Piccola Scala» Theatre (Continued from December 26, 1958).

Ravello (Salerno): Wagnerian Concerts at Villa Rufolo.

Rome: Concert Season at the Basilica of Maxentius.

SPORT

Cerda (Palermo): 43rd Targa Florio Motor Race. This is one of the most important international motor races.

Cernobbio (Como): 18th International Horse Show in the park of Villa Erba-Visconti di Modrone.

Milan: International Horse Show at the Arena.

Monza (Milan): 500-mile Race at Monza. A highly competitive race between European and American stables.

Palermo: 11th International Air Race around Sicily.

Pavia: 19th International Pavia-Venice speedboat race.

JULY, 1959

ART AND CULTURE

Gardone Riviera (Brescia): Performances of classical and modern plays at the open-air theatre of *Vittoriale degli Italiani*.

Messina: 5th International «Gold Charybdis» Film Festival.

Ostia Antica (Rome): Performances of classical plays at the Roman Theatre.

EXHIBITIONS AND FAIRS

Ancona: 19th Ancona Fair. International Market-Exhibition of fishing Water Sports and similar activities (July 12-27).

Faenza (Ravenna): 17th National Ceramics Contest and International Ceramics Exhibition.

Florence: Fashion Shows at the Pitti Palace. One of the most important

events of its kind in Italy. Under the auspices of the Florence Centre of Italian Fashions.

RELIGIOUS FESTIVALS

Assisi (Perugia): Feast of the Pardon. To commemorate the occasion, in August, 1216, when St. Francis obtained an indulgence from Pope Honorius III (July 31 to August 2).

Alerno: « Il Festino », traditional feast of Santa Rosalia. A sumptuous and evocative religious and folkloristic festival commemorating the cessation of the plague in 1225, after the discovery of the bones of the Saint (July 13-15).

Venice: Feast of the Redeemer. This festival dates back to the year 1576, when, in thanksgiving for liberation from the plague, the population of Venice vowed to build a church on the Giudecca. The most characteristic part of the ceremony is a procession after dark across a bridge of boats (July 18).

FOLKLORE

Venice: Palio of the Contrade (districts). One of the most important and interesting folklore festivals in the world. It has been held in its present form, without interruption, since the 15th century. The main event consists of a race between ten horses, representing ten of the 17 districts of the city, over a course consisting of three times round the main shell-shaped square of the city. The event is preceded by a parade and flag-waving display in costume, and the ceremony of blessing the horses in the Cathedral. Interesting evening festivities also take place in the winning district (July 2).

MUSIC, THEATRE AND CINEMA

Cardone Riviera (Brescia): Performances of classical and modern plays, ballets

and concerts, in the open-air theatre of *Vittoriale degli Italiani*.

La Verna (Arezzo): 6th Music Week. A series of concerts, forming part of this music festival, is given in the famous Franciscan Sanctuary (Until August).

Naples: Open-air entertainments at the Flegrea Arena.

Nervi (Genoa): International Dance Festival. The only event of its kind in Italy. Held in the beautiful setting of the Park Theatre.

Ostia Antica (Rome): Performances of classical plays at the Roman Theatre.

Palermo: Open-air entertainments at the Verdura Theatre at Villa Castelnovo.

Pompei (Naples): Performances of classical plays at the Grande Theatre.

Rome: Open-air Opera Season at the Caracalla Baths (Until August).
- Concert Season at the Basilica of Maxentius (Until August).

San Geminiano (Siena): Open-air performances of operas and plays.

Taormina (Messina): 5th International « Gold Charybdis » Film Festival.

Trapani: Opera Season of the Trapani July Music Festival.

Trieste: Operetta Festival at the San Giusto Castle.

Venice: 18th Internat. Drama Festival.

Verona: Opera Season at the Arena. The oldest of the open-air opera seasons held in Italy. The fine Roman Arena, one of the finest so far found, has excellent acoustics.

SPORTS

Messina: Regatta across the Straits.

ITALIAN RADIO BROADCASTS IN ENGLISH

Rome time	Day	Programme	Wave Lengths (*)
PROGRAMME FOR NORTH AMERICA (EAST COAST)			
01.30-01.50	Daily	News Bulletin, Talk and Records	19.48-25.20
PROGRAMME FOR NORTH AMERICA (WEST COAST)			
04.05-04.25	Daily	News Bulletin, Talk and Records	25.20-31.33
PROGRAMME FOR AUSTRALIA AND NEW ZEALAND			
10.00-10.15	Daily	News Bulletin	
	Sunday	Talk and Neapolitan Songs	
10.15-10.40	Monday	« We Want Music »	13.91
	Tuesday	Opera Music	16.85
	Wednesday	Melodies and Songs	19.58
	Thursday	Varied programme	
	Friday	Light Music and Songs	
	Saturday	Request programme and Mail Bag	
PROGRAMME FOR NORTH-WEST AFRICA AND NEAR EAST			
10.20-10.40	Daily	News Bulletin and Music	19.84 25.20
PROGRAMME FOR THE MIDDLE AND FAR EAST			
11.45-12.05	Daily	News Bulletin and Music	13.91 16.88 19.40
PROGRAMME FOR SOUTH AFRICA			
16.35-16.55	Daily	News Bulletin and Music	13.91 16.88
PROGRAMME FOR G. BRITAIN AND IRELAND			
19.20-19.35	Daily	News Bulletin	
	Sunday	Light Music	
19.35-19.40	Monday	Request programme and Mail Bag	
	Tuesday	Opera Music	31.33
	Wednesday	Music	49.92
	Thursday	Talk	
	Friday	Neapolitan Songs	
	Saturday	Talk	
18.55-19.10	Thursday	Problems of NATO	30.90
18.55-19.10	Monday	Problems of European Unity	41.24 50.34
NOCTURNE FROM ITALY			
23.35-06.40	Daily	Varied Musical Programme; News at 1; 2; 3; 4; 5; 6.	35

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(*)	13.91 metres = 21.56 Mc/s	25.40 metres = 11.81 Mc/s
	16.85 " = 17.80 "	30.90 " = 9.71 "
	16.58 " = 17.77 "	31.33 " = 9.57 "
	16.91 " = 17.74 "	41.24 " = 7.27 "
	14.48 " = 15.40 "	49.50 " = 6.06 "
	19.58 " = 15.32 "	49.92 " = 6.01 "
	19.84 " = 15.12 "	50.34 " = 5.96 "
	25.20 " = 11.90 "	355 " = 845 Kc/s

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	Day	Time	Wavelength
1st Programme	Holidays	6.40-11; 12-24.10	approx. 49.50 metres = 6.06 Mc/sec.
	Weekdays	6.40-9; 11-14.30; 16.20-24.10	" 31.53 " = 9.515 "
2nd Programme	Holidays	8.30-12; 18-23.30	" 41.81 " = 7.175 "
	Weekdays	9-11; 13-23.39	
3rd Programme	Holidays	16-18.30; 19-24 approx.	" 75.09 " = 3.095 "
	Weekdays	19-24 approx.	

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